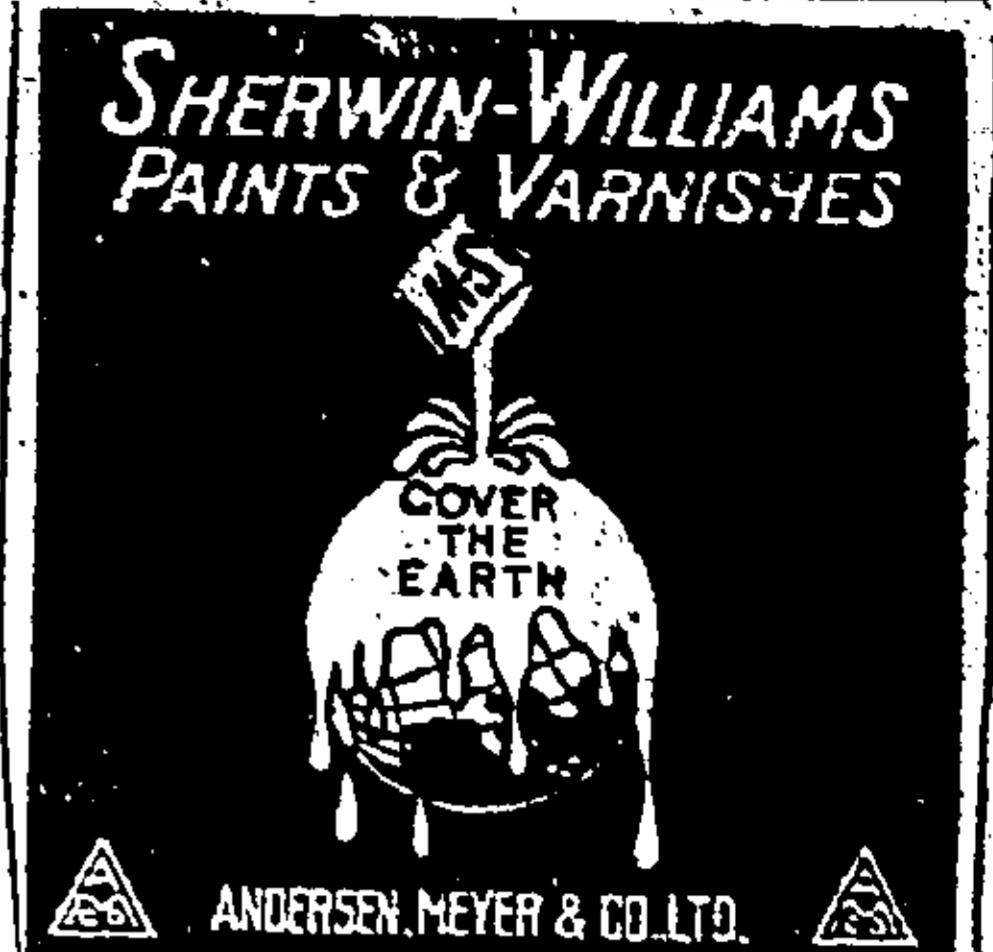




The Hongkong Telegraph.

(ESTABLISHED 1881).



69062 六拜禮 號七月式英港香

SATURDAY, FEBRUARY 7, 1920.

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\$36 PER ANNUM.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent)

THE MANILA CARNIVAL FIRE.

SIXTEEN PEOPLE INJURED: ONE FILIPINO KILLED.

TWO MILLION PESOS DAMAGE.

Manila, February 6. The entire Exposition except two buildings has been destroyed by fire.

No lives have been lost and the Carnival continues, following the programme as outlined.

Sixteen people were injured, some of whom may die.

It is estimated that the damage will amount to two millions (pesos).

The cause of the fire was accidental; it is believed to have been due to defective electric wiring.

American soldiers prevented a panic.

All the aviation exhibits were saved.

The Government's loss is over one million. The buildings were covered by insurance.

FURTHER NEWS RECEIVED LOCALLY.

Enquiries which we made this morning in local quarters dispel the impression that the fire was attended with the serious loss of life which was freely rumoured yesterday. A telegram received at the local office of the Standard Oil Company contained the announcement that Mr. W. B. Walker, the Manager of the Agency, and Mrs. Walker, who have gone to Manila to participate in the Carnival, are safe. The other details of the communication, which confirm our own correspondent's wire, state that a number of persons were injured, six seriously, and that there was only one death, that of a Filipino.

The Daily Press this morning stated that the Carnival had been abandoned and that news had been received in the Colony "that the deaths were more than 2,000 in number." Our correspondent's wire as well as the cable received by the Standard Oil Co. show that these statements are inaccurate and that, happily, the casualties are very few. This definite information, received direct from Manila, has greatly relieved the anxiety at first felt here regarding the extent and seriousness of the catastrophe. So far as we can ascertain, of the many Hongkong residents who went over to witness the Carnival, none are among the injured.

Another cable received in the Colony states that there were sixteen people injured, including two American soldiers, and that one Filipino was killed. The wire also contains the information that the fire was caused by defective wiring in a booth in which were displayed Provincial exhibits and that all the Provincial exhibits were destroyed but some of the commercial exhibits were saved.

EARLIER TELEGRAMS.

ARMY COUNCIL'S PRAISE OF LORD HAIG.

London, Feb. 2.

In an Army Order recording the abolition of General Headquarters in Great Britain the Army Council expresses its highest appreciation of the services Earl Haig rendered the Empire. "Never in the history of the British Empire has one officer been charged with so momentous responsibility and no other British Commander, excepting Wellington, has brought to a victorious conclusion a campaign on the issue of which hung the very existence of the State." The Order emphasises that Earl Haig remains on the active list and expresses the hope that he may have a further long and successful career of public usefulness.

WAR HONOURS.

London, Feb. 5.

The official statement of war honours shows the total conferred on British forces to be 217,570; Indian forces, 6,588, making total of 224,158. Of this total there are 579 Victoria Crosses, two with bars; 5,961 Distinguished Service Orders 784 with bars. A comparison is attached showing 2,714 honours awarded in the Boer War when the troops in the field were 415,735 against approximately 6,000,000 in the late war.

THE AMERICAN NAVY.

Washington, Feb. 1.

Admiral Taylor, head of the Construction Bureau of the Navy Department formed by the House Naval Committee, says that 940 ships, including sixteen Dreadnoughts, thirteen pre-Dreadnoughts, eight armoured cruisers, seventeen light cruisers will be the peace time strength of the Navy after July 1, constituting a tonnage one and a half times that when the United States entered the war.

AMERICAN TRADE EXPANSION.

Washington, Jan. 31.

Mr. Munson, head of the Munson Line, in the course of examination by the Senate Commerce Committee, said that American trade was likely to develop in the direction of the Orient and the Munson Line was considering the expansion of its activities there.

TRAIN ACCIDENT.

Washington, Jan. 31.

At Burlington, Vermont, a sleeping car of the Montreal express was derailed and fell down an embankment into Lake Champlain which was covered with ice. Twenty were injured but none killed.

STOP PRESS TELEGRAMS.

NATIONALISATION OF MINES.

AN IMPORTANT CONFERENCE.

London, February 5.

The demand for the nationalisation of mines was discussed to-night between Mr. Lloyd George and the Parliamentary Committee of the Trades Union Congress and the Executive of the Miners' Federation.

It will be remembered that the Trades Union Congress at Glasgow passed a resolution "that in the event of the Government still refusing to put in force the principle of nationalisation, a special Congress be convened to decide the form of action to be taken to compel the Government to accept the principle." The discussion lasted an hour and a half. The proceedings were private, but it is stated that Mr. Lloyd George indicated that the views of himself and the Government on the subject were unchanged, but that in the scheme of coal control which was being prepared there was the possibility of a reconsideration of certain points.

AMERICA AND THE TREATY.

REPUBLICANS' LATEST MOVE.

Washington, February 2.

The Republican leaders have decided to unite with the Democrats in a movement to bring the Peace Treaty back before an open session of the Senate.

Senator Lodge has given notice of a resolution to be moved on the 9th inst. in favour of suspending the rules in order to proceed with consideration of the Treaty.

AMERICA'S FOREIGN TRADE.

Washington, February 2.

The trade balance of the United States against Europe last year was \$4,435,000,000, the exports to Europe being \$5,186,000,000, including Great Britain \$2,279,000,000 and France \$893,000,000. The imports from Europe were \$751,000,000, including \$309,000,000 from Britain.

EXCHANGE PROBLEMS.

London, Feb. 4.

The Evening Standard says that as a result of the finance conference an International Conference will be recommended, probably to be held in London or Paris if more convenient. It is understood the Treasury has decided to reduce the paper money flotation by £20,000,000 and further decreases will be made. Bankers have decided to keep a tight hold on advances until credit is improved by increased production and economy.

During the full discussions which were of an exploratory character attempts at a solution of the exchange crisis by legislation were deprecated and the possibilities of controlling imports by licences suggested. Sir Yassar Smith, Chairman of Lloyds Bank, who was present at the conference, in a speech at the annual meeting of the Bank yesterday said that unless remedies were promptly applied it was feared that a gradual and persistent spreading of bankruptcy and anarchy must ensue. It is anticipated the Cabinet will come to a decision quickly but the question will be raised at the meeting of Parliament on Tuesday's debate on the Address. Meanwhile the effects upon the cotton industry illustrate the likelihood of all sections of the community suffering most severely. Yesterday's dollar quotations brought the cotton import business at Liverpool to a complete standstill and importers have begun to re-ship cotton to America. The matter is most serious for the operatives because the present stocks, without fresh imports, will be exhausted in ten weeks although there are considerable quantities at sea.

INDIAN CURRENCY.

London, Feb. 4.

The first report of the Indian Exchange and Currency Committee, of which Sir Henry Babington Smith is chairman, states that the rise in the rupee exchange has been of advantage to India generally and Indian trade was not likely to be permanently injured from fixing exchange at a high level. The Committee recommend, inter alia, that the present rupee be unchanged in weight and fineness; the rupee be placed on a gold basis instead of gold and sterling which is identical with pre-war conditions; the parity be ten rupees to the sovereign; import and export of gold to and from India be freed from government control when the statutory ratio is effected; as early as convenient the removal, or the import of silver, but the temporary retention of the prohibition of export.

The Indian Currency Committee consider that if the price of silver exceeds the aforementioned gold parity beyond a brief period the situation should be met by all available means rather than impairing the convertibility of the note issue for which maintenance is regarded as essential. The Government should even be prepared to buy silver for rupee coinage at a loss. The Secretary of State for India has decided to adopt the aforementioned gold parity recommendation but, after reviewing the abnormal existing conditions, he has decided to retain temporarily the issue of licenses in respect of the importation of gold, and during the transitional period, the sovereign will remain legal tender at the present ratio of fifteen rupees.

AMERICAN HELP FOR DISTRESSED NATIONS.

Washington, Jan. 31.

The Ways and Means Committee of the House of Representatives has agreed to recommend the authorisation of new loans amounting to fifty million dollars to Poland, Austria and Armenia for food relief.

TRAINING TIMES.

THIS MORNING'S GALLOPS.

The attendance at Happy Valley this morning was so large that it seemed something similar to Gymkhana day. Conditions were good. The grass track was closed and all the work took place on the inside course.

As will be seen below, there were interesting gallops. The majority of Sir Paul's stable was out but only for "quarters" prior to more serious work to-morrow morning. There were a number of other ponies out for short bursts only, and there should be some interesting work to-morrow. The following times were recorded:

Malcolm.—36.1/5; 1.11.1/5; 1.43; 2.17.3/5.
Allied King.—35; 1.05.4/5.
File Driver.—41.2/5; 1.19.2/5; 1.57.1/5; 2.30; 3.00.
Charles.—35; 1.08; 1.40.
Ludlow.—34; 1.08.3/5; 1.41.3/5.
Geordie Mac.—41.1/5; 1.17.3/5; 1.53; 2.25.
Cigarbox and Scotchbox.—35; 1.10; 1.46; 2.19.
Colinton.—34; 1.09; 1.44; 2.15.2/5.
Black Prince.—36; 1.11.3/5; 1.45.3/5.
Alaska Chief.—35.3/5; 1.10.2/5; 1.43.1/5.
Red Rose.—40; 1.19; 1.53.2/5; 2.24.
Byssy.—37; 1.15; 1.50; 2.24.
Moonshane.—38; 1.14; 1.49.2/5; 2.23.2/5.
Cannon and Kipper.—35; 1.09; 1.5; 1.43.
Plain John.—34; 1.09; 1.33; 2.14.
Hawkes and Snuffbox.—37; 1.13.2/5; 1.48.2/5.
Algerian Chief.—38; 1.13; 1.44; 2.5.
Mighty King.—33; 1.03.
Dunford.—40; 1.17; 1.52; 2.24.
Lovejoy.—38; 1.13; 1.51; 2.26; 3.00.
Attraction Dahlia.—36; 1.09; 1.46; 2.20.2/5; 2.53.2/5.
Target and Sandmartin.—35; 1.11; 1.46; 2.17.3/5.
Runaway Light.—33; 1.10; 1.45.2/5; 2.18.1/5.
Cornet.—37; 1.14; 1.47.3/5.
Sandy.—33; 1.04.
Trelawny.—36.2/5; 1.13; 1.50; 2.5; 2.25.
Cadzow's Glen.—35.2/5; 1.09; 1.43.
Cadzow's Tarn.—35.2/5; 1.09; 1.44.2/5.

BEGGARS FINED.

The near approach of the Chinese New Year brings a large number of mendicants in the Colony. One husky youth who looks as if he is at least 21 years of age, but who gave out that he was only 13, was doing a roaring trade in Jubilee Street yesterday, when he was dropped on by the Police Officer whose special duty it is to keep a watch for this class of Chinese.

Evidence was given at the Police Court to-day, when a sheet of paper was produced, on which the youth had caused to be inscribed, in Chinese characters, the woe-tale of his being kidnapped by wicked persons, and which he had spread out on the ground in Jubilee Street for the purpose of loosening the purse-strings of his numerous sympathisers.

After hearing the evidence of the Police Officer in question, who also mentioned the inducements which the Colony offers to mendicants during the New Year holidays, Mr. N. L. Smith sentenced the youth to a fine.

Other mendicants of the same stalwart appearance as that of the youth were also brought up and fined.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s/10d.

ELLIS KADOURIE HONAM COLLEGE.

PRIZE DISTRIBUTION.

The prize distribution of the above College, which took place on Friday the 6th inst., was presided over by British Consul-General, Mr. J. W. Jamieson, C.M.G., LL.D.

Before giving out the prizes, the Consul-General made a short speech, in which he advised the students to continue their studies after leaving school. He had noticed that a considerable number of Chinese boys were lacking in perseverance. He advised all students to acquire the habit of perseverance. Referring to the trouble that had taken place in the Canton schools, the Consul-General advised the students not to neglect their studies for outside affairs. The better educated they were, the better fitted they would be to help their country. They were too young and inexperienced to interfere in matters which concerned the government of the country and which could be competently dealt with only by experienced Government officials.

If they saw a man weaving cloth, they would not presume to tell him how he should weave it. They should not therefore interfere in matters of which they had little or no knowledge. He hoped that they would have a pleasant holiday and he wished them all a very happy New Year.

Mr. Duncan Campbell, the headmaster, briefly thanked the Consul on behalf of the Society, the local committee, the staff and the students for his kindness in coming to distribute the prizes and for the good advice he had given the students. He hoped now that the Consul knew where the school was, that he would find time to visit the school occasionally next year and see the students at work. He also thanked the Hon. Mr. Lau Chu-pak, Messrs. Ho Kom-tong, Ho Fook, Chan Tung-shang, and the executors of the late Mr. Chan Kai-ming for their scholarships and Messrs. Lo Chung-kut, Pun Pui-yu, Chow Hin-sang, Fung Pak-yuet, Fun Sheung-shan, and Wong Mei-han for their subscriptions to the Prize Fund. He also thanked Mr. Ng Chung-ming, one of the masters, for giving a special prize for drawing. He announced that the school would re-open on Monday, March 8.

THEFT FROM KINGSCLEERE.

WATCH AND JEWELLERY STOLEN.

Mr. Haskett, of the P.W.D., who is a resident of the Kingsclere Hotel, to-day at the Police Court, before Mr. N. L. Smith, charged a Chinese "boy" of the Hotel with the larceny of a gold wristlet watch, three gold bangles and one gold locket which were stolen from a drawer.

After ferreting out the jewellery which was kept in Mr. Haskett's room in the Hotel, the "boy" took immediate steps to dispose of his booty at a pawnshop. The pawnbroker, however, was not "taken in" by the obvious anxiety of the "boy" to pawn the jewellery. He arrested and brought him to the Police Station, where enquiries were started which resulted in the identification of the jewellery.

The "boy" pleaded guilty to the crime at the Police Court. He was sentenced to six weeks' hard labour.

The corner stone of the new building at Shamien of the Hongkong and Shanghai Banking Corporation, Canton Branch, was laid yesterday at noon by Mrs. N. J. Stabb, wife of the chief manager of this institution at Hongkong.



From "The Passing Show".

The Watchman (impressed by the fur-coat): "You want the foreman bricklayer, Madam?" Certainly, Madam. I'll tell 'im at once as a lady wants to see 'im, Madam."
The Lady: "Not so much o' yer madam. Tell 'im 'is old woman's brought 'is dinner for 'im."

NOTICES.

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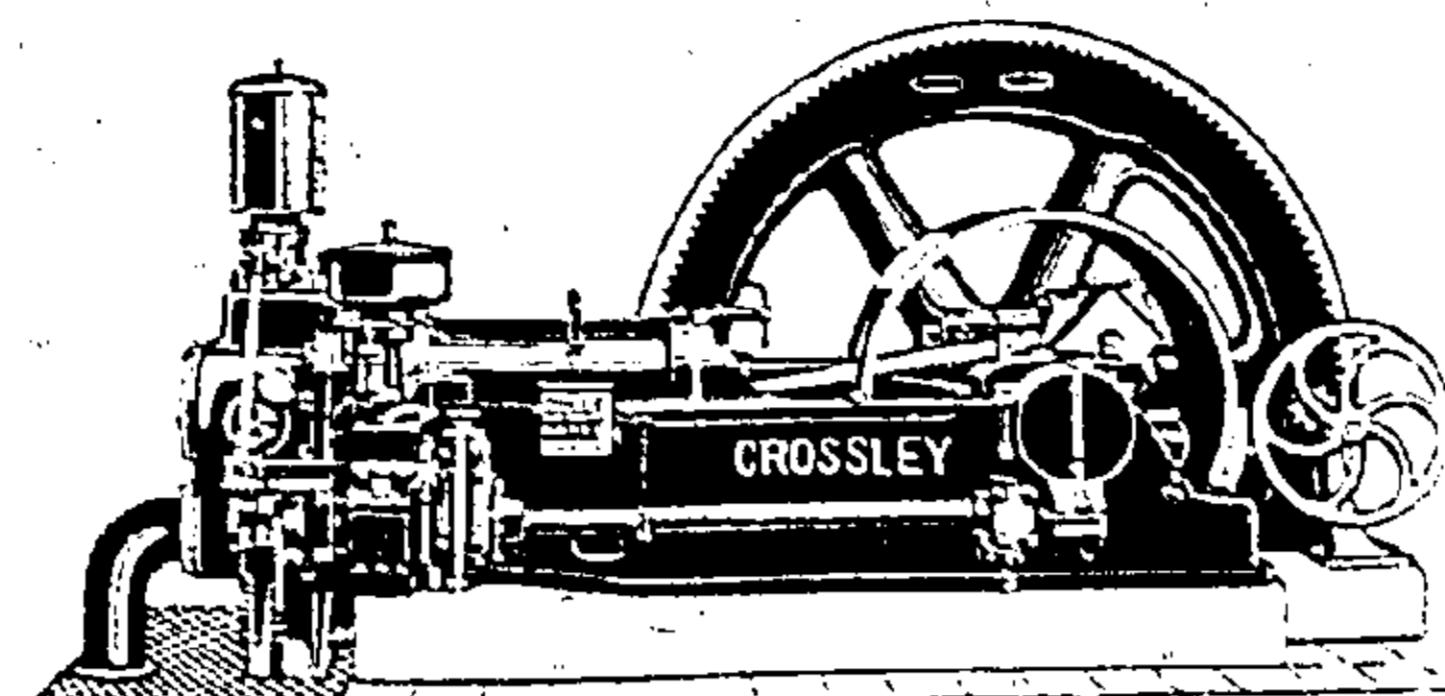
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Inchape, G.C.M.G., K.C.S.I. the
experience of many years in the retiring directors, Mr. John H. East will be found of material assistance to the board of this Arthur G. Brodrick, were re-elected.

"That the report and accounts of The auditors, Messrs. Deloitte, the directors now submitted by Plender, Griffiths, and Co. were received and adopted." Re-appointed and the proceedings

"Sir Albert J. Leppoc Cappel, terminated with a hearty vote of K.C.I.E., seconded the resolution, thanks to the chairman and which was unanimously adopted, directors and to the general

"On the motion of the Chairman, manager, secretary and staff all seconded by the Right Hon. Lord home and abroad."

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LOST.—Blue Serge waist without sleeves, trimmed with Jet. Return to Hongkong Hotel. Reward \$10.00 Room 260.

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TO LET.—A Godown at Yau-mati. Apply The Hongkong Land Reclamation Co., Ltd.

THE FIRST TWO YEARS.**MR. ASQUITH ON THE WAR STORY.**

Speaking at the Manchester Reform Club recently, Mr. Asquith replied to the questions which the Premier, in his recent speech, invited him to answer.

Referring to the Premier's appeal to Liberals to enter upon a campaign, aggressive and defensive, against that horde of Bolsheviks, the anarchist friends of society whom he thought he saw advancing in serried ranks against the bulwarks of civilisation, Mr. Asquith exclaimed:—"We are asked to join a Coalition as it would seem on a class basis—(cheers)—and to give up, at any rate for the time being, the idea of reconstructing a definite and independent Liberal party."

"It is time the truth should be told," continued Mr. Asquith. "My assertion is this: that never in the whole course of the war was the Allied cause conducted with more energy and effect than in 1916: that no party to the Alliance made a greater or as great a contribution as the Government and the people of the Empire; and that in December 1916, the aggressive power of the enemy was decisively broken, and the sure foundations were laid of certain and speedy victory."

A more slovenly travesty of quite recent history has never been presented by a responsible statesman. (Loud cheers.)

THE RUSSIAN ARMY.

"Take the reference to France and Russia. What a calumny upon France, which for two years afterwards carried on with undiminished energy one of the most magnificent struggles in the history of the war. (Cheers.)

"As to Russia no statement was ever further removed from the truth. The Russians fought magnificently, both for themselves and the Rumanians during the whole of that autumn. In January 1917 Mr. Lloyd George himself said that the Russian Army was better equipped with guns, aeroplanes, and munitions than during the whole period of the war, and the Premier also then asserted that if the Russian Army had fulfilled not only our expectations but those of the Russian generals themselves, by that time the pride of the Prussian military power would have been completely humbled. That is the reason of the collapse as it now appears at the Manchester Reform Club."

"Then at the moment when Mr. Lloyd George says he would have regarded himself as a traitor if he had not broken with his old friends, in the early summer of that year of 1916 the Battle of Jutland was fought, and so held up the German High Fleet in its port that it never emerged again. That was the weapon by which we eventually won the war."

The broad fact remained that in little more than two years

NOTICES.**VICTOR RECORDS.****NEW CONSIGNMENT****JUST ARRIVED****MOUTRIE'S.****FOR SALE.**

FOR SALE.—A Five-Roomed Semi-detached House known as "Binton" — Plantation Road No. 127 The Peak, area about 11,000 square feet with Tennis Court area about 40,000 square feet. Apply JOHNSON, STOKES & MASTER, Solicitors, Prince's Building.

£2,000 PEARLS IN THE GUTTER**ENGLISH LADY'S JEWELS RECOVERED IN PARIS.**

A fortunate person is Mrs. Henderson, of Ashley-gardens, London, widow of the late Justice Gilbert Henderson of Calcutta.

Mrs. Henderson, who had been staying in Paris with her niece, some weeks ago, while shopping in the centre of Paris, lost a pearl necklace worth £2,000.

She had placed the necklace in a small pocket in her handbag. She opened the latter several times during her shopping tour, and on returning to her hotel discovered that the necklace was missing.

Her first thought was that she had been the victim of a clever pickpocket, and she speedily informed the police and advertised in the Parisian papers, offering a reward of £48 to anyone who restored the necklace.

On the following day she received a visit from a man who refused to give his name but restored the necklace, explaining that he found it lying in the gutter in the Rue de la Paix. Mrs. Henderson remembered that she had, indeed, been in the Rue de la Paix.

The necklace had evidently been crushed by the wheel of a vehicle, for five pearls were missing. The promised reward was paid to the finder by the grateful owner.

between August 1914 and December 1916 we had with the co-operation of our Allies broken the back of the greatest military power in the world.

CURIOS QUESTIONS.

What he was asked, would he have done with his Unionist colleagues had he remained in power? Would he have called upon them to surrender their seats? Would he have tried to excommunicate them? A very curious question; for it ignored the whole basis upon which the Coalition was formed.

It was formed upon the express understanding that none of them were compromising or surrendering in the least degree the principles and convictions they had previously entertained, and that when the national emergency had passed they should revert to complete freedom of political and party activity.

"I would never," declared Mr. Asquith emphatically, "have joined the Coalition, nor would my Unionist colleagues have ever joined the Coalition upon any other terms." The election of 1918 was a complete and wanton perversion of the ends for which the Coalition was formed.

The broad fact remained that in little more than two years

ON THE 'PHONE TO AMERICA.**NEW DEVELOPMENT IN WIRELESS WONDERS.**

Ability to talk to friends and business connections in America is now regarded as among the certain developments of wireless telephony in the near future, writes a *Daily Chronicle* representative.

At the same time a great acceleration in the rate at which wireless telegraphic messages can be sent is in contemplation, a speed of between 300 and 400 words a minute being already a possibility under certain conditions.

"The wonders of wireless have been dead, so far as the public is concerned, during the war. Now that peace has returned there is bound to be a tremendous advance in the near future, because both in regard to telegraphy and telephony there are practically no limits to its possibilities," said a high official of the Marconi Company to the *Daily Chronicle* representative recently.

"It is already possible to speak from our station at Clifden, on the west coast of Ireland, to the wireless operators in the United States. Long-distance wireless telephony is actually here, but the difficulties in the way of its commercial development are great. For instance, a person in London who wished to speak to New York would first have to get on the Post Office phone and get himself put through to our station at Clifden, where the sound would be magnified many thousands of times and sent across the Atlantic. Whether the message would be heard at the other end would depend, of course, on the condition in which it reached Clifden.

"You may be interested to know that 200 sets of apparatus, which may be used either for wireless telephony or telegraphy, have just been sent by us to China for the use of the Chinese Government, who I can assure you, are fully alive to the possibilities of long-distance telephony. Apparatus will probably be installed shortly in the islands of the Greek Archipelago. Both here and in China, wireless telephony will obviously be of far greater practical use than the old method, which entails the laying down of miles of cables.

"To come back to telegraphy, I may say that we have recently established communication with Sydney. From the new Marconi station at Stavanger they are now sending the best signals yet transmitted across the Atlantic automatically, at the rate of 150 words a minute or so. There is no doubt at all that messages will be going across the Atlantic at 300 or 400 words a minute in a very short time."

BARRY AND FELTON.**SECOND RACE.**

Ernest Barry and Alfred Felton signed articles at the offices of the *Daily Mail* recently to meet in a return for the sculling championship on the Parramatta, Australia. The exact date has not yet been decided, but the race will take place before next September.

Barry's recent loss of his championship over the Putney to Mortlake course was, without some reason, attributed to bad luck in drawing the worse station on a very unfavourable day. This, and his own lack of judgment in the race itself, gave Felton, who is certainly a very powerful sculler, an exceptionally easy victory. Felton, however, showed splendid sportsmanship when he immediately offered Barry an opportunity to reverse the result, if he could, on Australian waters. The only obstacle in the way was the considerable expense involved by Barry by having to travel to Australia. This difficulty has been largely removed by the enterprise of the *Daily Mail*, which has not only offered £500, the amount of Barry's stake money, but has also collected over £200 towards his travelling and training expenses. About £700 is still required for these purposes.

Barry would seem to have a reasonable chance of bringing back the sculling championship to this country, for the Parramatta course is generally supposed to favour neither competitor, and the fact that sound judges have supported Barry in his decision to take part in another race suggests that he has not entirely lost the form that enabled him to beat Richard Arnot, the New Zealand sculler, on the Thames after first being beaten on the Zambezi.

NOTICES.**LANE, CRAWFORD & CO.****FOR THE****RACES****THE LATEST STYLES IN****SMART****MILLINERY****DRESSES — COATS — SHOES****LANE, CRAWFORD & CO.****BY APPOINTMENT.****WATSON'S DRY GINGER-ALE.****FRAGRANT, AROMATIC, DRY.**

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STERILIZED WATER MANUFACTURERS.

TELEPHONE 436.

NEW GOODS**FOR RACE WEEK SPECIAL DISPLAYS****IN ALL****DEPARTMENTS****NEW MILLINERY****NEW DRESSES****NEW LACES & RIBBONS****NEW TIES****NEW FELT HATS****NEW SOCKS****NEW BOOTS & SHOES****CALL & INSPECT**

You are cordially invited to call and walk round and examine the goods we have for sale. No one pressed to purchase: all goods marked is plain figures.

WHITEAWAY, LAIDLAW & CO., LIMITED.

20, Des Vaux Road, HONGKONG.

JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

TEL. 2877

TEL. 2877.

Watson's

NASALENE

an invaluable prophylactic

against

Colds and Influenza

Price 60 Cents per jar.

Special sprays for nose & throat with spraying liquid.

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

TELEPHONE 16.

ACKNOWLEDGMENT.

Mrs. Goggin and family return sincere thanks for all kind expressions of sympathy in their bereavement, and for the many beautiful flowers.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 7, 1920.

THE RICE MUDDLE.

We always thought that the Hongkong Government would have an awkward and difficult task before it when it came to give an account of its rice transactions, upon which it was so busily engaged during the summer of last year. The job is apparently too big to be tackled in one effort, so there has been issued a Preliminary Report, which is to be followed by a final statement at a later date. The former we may take as an effort to break the news gently: we shall know the worst when the Final Report is issued. If we had to single out any one statement in the Preliminary Report as having aroused most comment, we should select that which says "the cost to the Colony of the transactions in rice up to the end of the year 1919 will be well over \$2,000,000." How much over, we shall probably be told later on. We have not the space in which to delve into the Report in detailed fashion, and will content ourselves with noticing one or two of the more prominent points which have struck us in reading it over. From the Government standpoint, it is admittedly a cleverly-written Report, the greater part of it being in the nature of an apology in explanation of the admitted difficulties which had to be faced and of the manner in which the Government went about the business. But free as the Government has been with its explanations, and fulsome as it has been in the use of words, it has been unable to cover the fact that the whole business was terribly mismanaged. Again and again we knock up against disclosures showing that the Government "muddled through" by a process of bungling which reflects adversely on everybody concerned.

There are laboured references to the wisdom of the policy of non-interference with exports—a policy which we supported all the way through the troubles and which appears to us to be about the only sane stand taken by the Government in the matter. The scheme by which the Government became buyers of rice, the principle was all right, by the foolhardiness of putting an inexpert Government official in charge of the general control of the rice position, working hand in hand with rice Chinese merchants, is too obviously foolish to need emphasising. Now we come to the period when the Government had made some purchases of rice, had rented godowns and space and when, to use the words of the report, "everything was in order to begin sales on the 1st August." What happened then? "Unfortunately at the end of July," so says the report, "typhoon weather prevailed and it was impossible to convey rice across the harbour to Yaumati." The result was that a portion of the population started looting rice shops and a riot took place outside the Yaumati Police Station. Later on, we read that "in Victoria looting on a rather serious scale took place for about a week." The inference from these quotations is that the typhoon weather was the primary cause of the rice riots. The facts are that the riots first began at Wanchai, on the Hongkong side, on the morning of January 26th, whereas it was not until the afternoon of the next day that the disturbances spread to Yaumati. Any excuse was preferable to the real explanation—that the Government, which had so far back as the end of 1918 been in communication with the Secretary of State on the rice situation, had been too slow to act to stave off the serious developments that occurred.

For sheer business mismanagement, command us to the muddle that was perpetrated when the Government eventually came to sell its stocks for export. A contract was made with America to sell 6,500 tons of Saigon round and 3,500 tons of Saigon long rice, but when it came to be sifted it was found that only 500 tons of long "existed," the result being that the Government had to buy the balance in the open market at a loss of nearly \$140,000! However, the matter is smoothed over in the report by the statement that the 3,000 tons of discarded round rice was subsequently sold "at about the same price as would have been obtained in America." How was it that the Government did not even know what rice of various grades it had in stock when it made the contract with America? Simplicity itself. Originally the Government books showed the different qualities of rice purchased, but as the rice was bought for local consumption (apparently the Government never foresaw the possibility of having to sell its surplus stocks for export) this classification was later found unnecessary. Yet we are told in the report that the lists of rice purchased showed certain quantities of the two grades. Could not these lists have been consulted? It would appear that it is a habit with Governments to sell what they do not possess, for amongst the first purchases which the Hongkong Government decided upon was a consignment of 27,000 tons from the Controller at Singapore, but later this official had to explain that he had offered this amount in error, only 13,750 tons being available, the balance having been sold to the Netherlands Indies! Thus do Governments do business. We are not going further into this sickening muddle now, except to say that we realise the unusual character of the situation. But that does not palliate the ineptitude shown by the Government. The Report speaks of "valuable experience gained," and of "proper precautions" being taken in future. The experience has been dearly purchased. We can only hope that the proper precautions will include an intelligent study of elementary methods in the keeping of stock books.

NOTES & COMMENTS.

THE COLONY'S SHIPPING.

Matters connected with Hongkong shipping are always interesting, because shipping is the very life blood of the Colony. At yesterday's meeting of the Hongkong and Kowloon Wharf and Godown Company interesting reference was made by the Chairman, Sir Paul Chater, C.M.G., to the development of the wharf accommodation of the Colony and there will be general satisfaction felt at the Company's decision to extend their own property in this direction. Seeing that the volume of Pacific shipping is always on the increase it is only reasonable to anticipate that there will be a larger number of big steamers visiting the Colony and the present accommodation will certainly have to be extended if there is to be a reasonably efficient handling of the cargo being trans-shipped.

The H.K.C.C.'s lawn tennis tournament is to commence on March 15th. There are six competitions, and entries close on February 25th.

Inland Lot 2290, Shaukiwan Road, is to be sold by auction at the P.W.D. Offices on the 23rd instant. The lot comprises 1,365 square feet, and the upset price is \$1,638.

We are asked to state that Forms of application for enrolment in the Volunteer Force can be obtained at the Volunteer Headquarters, the Hongkong Club, the Phoenix Club, the Peak Club and the Club Lusitano.

From Messrs. Lane, Crawford and Co. we have received a neat leather pocket wallet issued by Messrs. Archd. Eadie and Co. Ltd. Tradeston paint and oil works, Glasgow, for whom the former are sole agents here.

Tenders are being invited for a 100-foot road near Kowloon Tong Village between the Railway embankment and Tai Po Road together with all necessary nullah work, and the extension of Coronation Road northwards.

Kennedy Road this morning presented an unusual sight, when about a hundred competitors training for the forthcoming Marathon Race were seen running over a portion of the actual course.

For the Marathon Race there will be about twenty cups, as prizes, namely—1. Hongkong Telegraph Cup; 2. Peter Dawson Cup; 3. cup presented by the British-American Tobacco Company; 4. cup presented by the Canton Nanyang Brothers Tobacco Company; and 15 or 16 smaller cups presented by various Members of the Boxing Association and the Hongkong Club.

The inquiry held into the circumstances of the fire which destroyed the godown of the Yee Fat Loong Rice Firm, at No. 99 Connaught Road West, was concluded this morning when an order was made by Mr. N. L. Smith who conducted the proceedings, that the premises be released by the Police. In reply to Mr. D. J. Lewis, who looked after the interest of the insurance companies affected by the fire, Mr. Smith said he was not inclined to express any opinion on the evidence.

Some chickens which were kept by Inspector Kent at No. 2 Police Station, and stolen yesterday, were recovered by him later in a happy way. The thief, who was once employed at the station, and therefore was acquainted with the layout of the place, stole the birds from a dog's kennel where they were cooped up, and put them in a basket. On going from the Station he was met by Inspector Kent, who instantly recognised him and asked what the basket contained. Being in the last extremities of a "blue funk" the thief was unable to make reply and Inspector Kent took him in charge. At the Station, the Inspector made the discovery that the birds had been stolen from the place and promptly consigned the thief into a cell.

THE WEATHER.

We are having "proper" Chinese New Year weather just now—those dull, heavy, damp days that make one look back with longing to the bright sunny days of a month ago. Residents on the Peak have not a very alluring prospect before them, living, as they will have to, in a perpetual fog. Of a certainty we should all be a great deal better off if *Jupiter Plurius* became a little more prolific. It has been a remarkably dry winter and not only the Colony's water supply but all vegetation is needing the long delayed rainfall. In matters of health, too, a few wet days—really wet ones—would do good. Of course, no-one wants rain until the Races are over, many don't want rains over the week-end, and some would like to live in a place where it didn't rain at all. There is always the happy fact

DAY BY DAY.

IT IS A VERY OLD AND A VERY TRUE SAYING THAT FAILURE IS THE ONLY HIGH ROAD TO SUCCESS.—R. L. Stevenson.

Yesterday's health return shows one fatal case of cerebro-spinal fever, the victim being a Chinese.

When charged before Mr. N. L. Smith, the thief was sentenced to three weeks' hard labour.

Messrs. Reiss and Co. have been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance, 1919.

Messrs. Moutrie and Co. have just received a new consignment of gramophone records, including the latest dance music.

The H.K.C.C.'s lawn tennis tournament is to commence on March 15th. There are six competitions, and entries close on February 25th.

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to fall back on that the nature of the weather is not to be humanly controlled, because if we were we should certainly have some weather. We just have to be thankful for what comes, and so it's not much use writing about man who never talks about the weather—it is something like Love; the one theme that never grows old.

1895.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending February 16, 1895.)

THE DOLLAR.

Feb. 9th.—The rate of the Dollar, on demand, to-day is 1s. 11-3d.

THE SINO-JAPANESE WAR.

Feb. 13th.—As will be seen by telegrams culled from our Shanghai exchanges and published in another part of this issue, the news of the fall of Wei-hai-wai published in this journal on Friday last is fully confirmed. There is no further news yet about the proposed blockade of Formosa by the Japanese.

THE VOLUNTEER AMBULANCE CORPS.

February 12th.—This afternoon Major-General Digby Barker inspected the Volunteer Ambulance Corps and in a speech at the distribution of certificates gained by members of the St. John's Ambulance classes, expressed his satisfaction with the high standard of proficiency attained by members of the Corps.

ADMIRAL MCCLURE IN THE SINO-JAPANESE WAR.

Feb. 12th.—Referring to the somewhat general opinion that "Admiral McClure and General Schnell and other foreigners fighting on the side of the Chinese side have been summarily executed by the Japanese, and that the latter had the right to do so, it is more or less comforting to find that a contemporary has it on "contemporary legal authority" that such would not be the case and that foreigners who hold a commission have the usual rights of prisoners of war and are entitled to just the same sort of treatment as would be accorded to native-born Chinese soldiers. How their own Governments would deal with them for any infringement of the enlistment Acts is, of course, another question.

RECORD STEAMERS.

February 13th.—The Douglas steamer Formosa, Capt. T. P. Hall, was gaily dressed with bunting on the occasion of completing her two-hundredth trip on the China Coast without the slightest mishap. She has, if we mistake not, also made at least 100 trips to and from Manila, which is a record that has only been beaten by the Company's other ship Namao. Capt. H. C. Harris, which was recently dressed to kill in celebration of the completion on the China Coast without the slightest mishap. She has, if we mistake not, also made at least 100 trips to and from Manila, which is a record that has only been beaten by the Company's other ship Namao. Capt. H. C. Harris, which was recently dressed to kill in celebration of the completion on the China Coast without the slightest mishap. She has, if we mistake not, also made at least 100 trips to and from Manila, which is a record that has only been beaten by the Company's other ship Namao. Capt. H. C. 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TRADE WITH
GERMANY.

NEW BUSINESS LEGAL UNDER
LICENCE.

The Secretary of the Hongkong General Chamber of Commerce sends us the following correspondence dealing with the question of Trade with Germany as a matter of public interest:

Hongkong General Chamber of Commerce, Hongkong, 19th Jan., 1920.

Sir.—You are probably aware that British Merchants are uncertain whether or not they can properly engage in business with Germany and Austria, and appear to be awaiting an Imperial pronouncement as to the exact situation.

My Committee direct me to request a definite expression of opinion from your Government, for which they will be obliged—I am, Sir, Your obedient servant,

(Sgd.) E. A. M. Williams,
Secretary.

The Honourable, The Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th January, 1920.

Sir.—With reference to your letter of the 19th January, 1920, enquiring whether British merchants can properly engage in business with Germany and Austria, I am directed to inform you that the legal position remains unaltered by the exchange of ratifications as the effect of Ordinance No. 6 of 1919 is to continue the prohibitions of the Trading with the Enemy Ordinances until such date as is declared by His Majesty in Council to be the date of the termination of the present war.

New business with Germany and German-Austria is, however, legal under the general licences which were given by Notifications Nos 359 and 360 in the Government Gazette of the 8th August, 1919, as amended by Notification No. 410 of the 5th September, 1919.

The Restrictions of the Alien Enemies (Winding up) Ordinances are, however, still in force and pre-war transactions are also affected by the provisions of the Treaty of Peace Order which was published in the Government Gazette of the 9th January, 1920.—I am, Sir, your obedient servant,

(Sgd.) Claud Severn,
Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce.

BILLIARDS.
OPEN CHAMPIONSHIP OF
THE COLONY.

The following is the draw for the above:

W. Hall v. Wong Po Keung, byes, on 1st. March.

W.J. Lanzier v. J. Purkes, 23rd. February.

E. Guimaraes v. P.A. Yvanovich, 24th. February.

S. Gray v. A.C. Rozario, 25th. February.

A.G. Pile v. Lt. T.B. Golding, 26th. February.

Ng Sze Kwong v. S.K. Kwok, 27th February.

W.E. Crook, bye.

Benzoline balls will be used, and the games will be:

Preliminaries—500 up, start at 8.30 p.m.

Semi-Finals—750 up, start at 8 p.m.

Final 1000 up, start at 6 p.m.

COLONY'S FINANCES.

The Hongkong Treasury issues the following financial statement for the month of October, 1919—
Balance of Assets and Liabilities on 30th September, 1919, ... \$1,526,706.58

Revenue from 1st to 31st October, 1919, 1,505,310.89

Expenditure from 1st to 31st October, 1919, ... 1,113,070.34

Balance, ... \$7,918,947.10

WHY BE MISERABLE
with constipation or liverishness
when Pinkettes are all you need
to set matters right? These
dainty little laxatives act as
gently as nature.

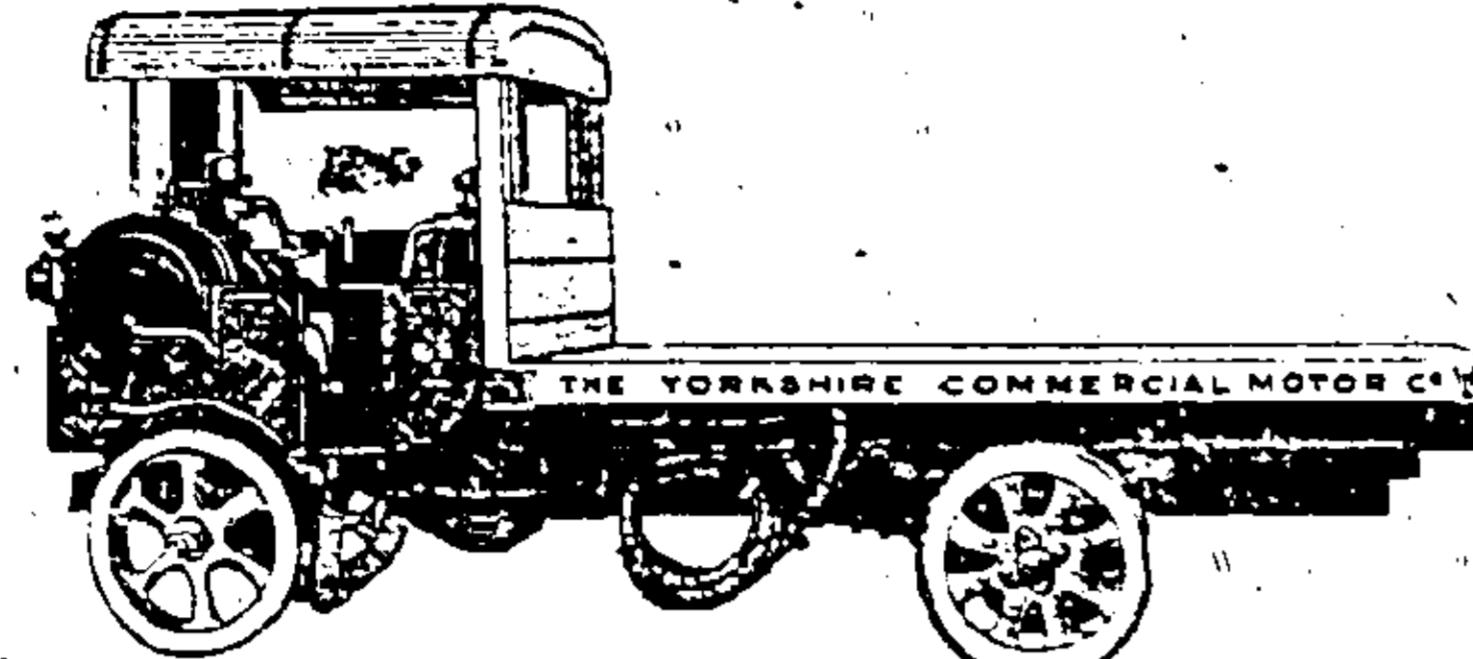
PINKETTES.

Cure Biliousness, sick headaches,
foul-smelling breath; prevent
Diarrhoea and Dysentery; relieve
Piles. Of druggists everywhere,
or post free, 60 cents the vial,
from Dr. Williams' Medicine Co.,
96 Szchenyi Road, Shanghai.

NOTICES.

THE YORKSHIRE COMMERCIAL MOTOR CO., LTD.

LEEDS, ENGLAND.



STEAM WAGGON, 3 Ton Flat, Lorry Body.

Suitable for the carriage of heavy goods of all description.

This model has now arrived.

Demonstrations at your convenience.

A. C. E. A. L.

REISS & CO. 和泰

The Anglo-Chinese Engineers Association, Limited, 保

No. 3, QUEEN'S BUILDINGS.

ICE HOUSE STREET.

TELEPHONE NO. 673. TELEGRAMS: "ACEAL", HONGKONG.

LADIES! LADIES!! SPRING HATS.

JUST ARRIVED.

LATEST STYLES FROM AMERICA.

THE VERY THING FOR THE RACES.

On show at

LA FAVORITE

No. 9, Beaconsfield Arcade.



DAIRY FARM NEWS.

OUR BUTCHERY DEPARTMENT

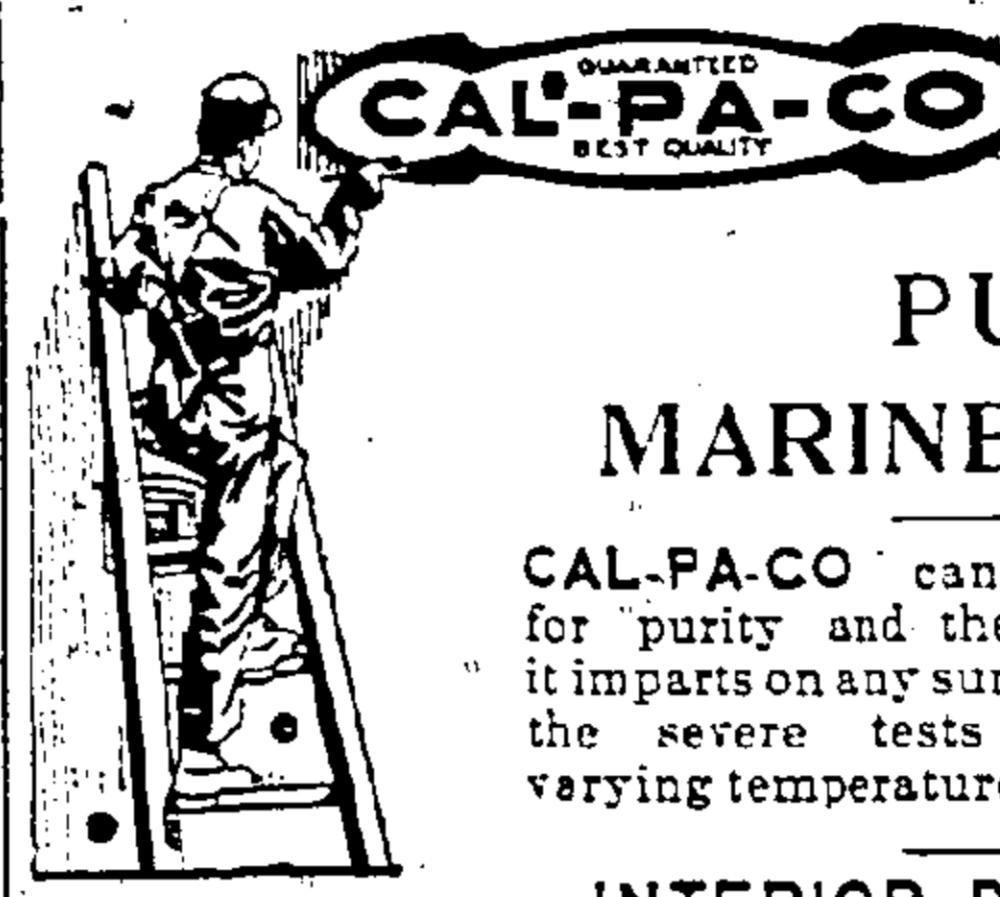
Can supply all your requirements in Australian and Local Meats

RABITS, HALES, HAMS,
BACON, SAUSAGES, CORNED
BEEF & PORK, etc., etc.

OUR THIS WEEK'S SPECIALITY OXFORD SAUSAGES.

TRY THEM!

THE DAIRY FARM, ICE & GOLD STORAGE
COMPANY LIMITED.



PURE MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION
CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.,

Sole Agents

GERIN, DREVARD & CO.
HOTEL MANSIONS.

THOMAS W. SIMMONS & CO.

IMPORTERS
OF

STEEL & STEEL PRODUCTS - BAMBOO STEEL
TIN PLATE - BRASS COPPER - ZINC & MACHINERY
HARDWARE - PAPER DYES & PIECE GOODS.

TOP

FLOOR

TELEPHONE 2189.

YORK BUILDING.

ULLO!

Make the week end a
memorable one by a
visit to the CORONET

Saturday, at 2.30, 5.15 & 9.15 p.m.

Sunday, at 9.15 p.m.

"THE BETTER 'OLE"

Saturday, at 7.15 p.m.

Sunday, at 6 p.m.

MABEL NORMAND IN "MICKEY."

NOTICES.

FOR RACE WEEK

NOW SHOWING

SOFT FELT HATS
NECKWEAR
NEGIGE SHIRTS
FOOT WEAR
SOCKS

NEW SHADES
CHOICE DESIGNS
NEW STRIPES
LATEST MODELS
NEW SHADES

INSPECTION CORDIALLY INVITED.

J. T. SHAW

TEL. 3

SPECIALIST IN MEN'S WEAR.
NEXT DOOR HONGKONG HOTEL.

Wm. POWELL

TELEPHONE 346

SMART HATS
FOR THE
RACES.
NEGILGES
IN ALL THE NEWEST
MATERIALS.

MADE BY
GLYN & CO.

44, OLD BOND ST.
LONDON, W.

SMART
NECKWEAR
IN THE MOST
FASHIONABLE & DISTINCTIVE
DESIGNS.



NEW TROPICAL MODELS

"ESTEY"
PIANOS

UNRIVALLED FOR TONE
QUALITY & FINISH.

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD.

TEL 1322.

CHAMPAGNES

DELBECK
HELIOS BRUT VIN 1911

GOLD LACK
DEUTZ & GELDERMANN EXTRA SEC

POMMERY & GRENO
SEC & EXTRA SEC

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WEST INDES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENS LAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
SANGOLA	5,600	6 Feb. 1st	S'pore, C'bo & Bombay.
SOMALI	6,700	13th Feb.	Marseilles & London direct.
NAGOYA	7,000	13th Feb.	
DILWARA	5,600	16th Feb.	S'pore, C'bo & Bombay.

BRITISH INDIA-APCAR SAILINGS (South)

GREGORY A.	4,700	6 Feb. 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
EASTERN	4,000	26th Feb.	Manila, S'kan, Thursday Is., Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	7,000	6th Feb.	Shanghai and Kobe.
Calls at Manila.			

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 3' x 2' x 1' will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.,
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SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Maji") Kobe & Yokohama)

FROM DUE

STEAMERS. HONGKONG-VANCOUVER.

Empress of Russia	Mar. 11.	Mar. 29
Monteagle	Mar. 23	Apr. 17
Empress of Japan	Mar. 29	Apr. 19
Empress of Asia	Apr. 8	Apr. 26
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 4	June 28
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 5	Aug. 29

Passage Fares Hongkong to United Kingdom.

EMPEROR OF RUSSIA	1,500 Tons Reg.	Gold
EMPEROR OF ASIA	1,500 Tons Reg.	Gold
MONTEAGLE	1,500 Tons Reg.	Gold

Fares and readings subject to change without notice.

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Telephone No. 22. Our address: GACANPAO.

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OCEAN SERVICES**

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U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.

"WEST IVIS" about 10th Feb. "HATHAWAY" 6th Feb.

"WEST JENA" Late Feb. "COLORADO SPRINGS" Late Feb.

ALSO "West Helix," "West Iron," "Devonport," "Elkhorn," "West Segovia," "Braveheart," "Vimla," "West Cajon," "Doubtline,"

arrivals to be announced later.

Through rates quoted and through B/L issued to all overland points in U.S. and Canada.

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SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sunday, 22nd Feb., at 11 a.m.

FUSHIMI MARU Wednesday, 17th Mar., at 11 a.m.

KATORI MARU Tuesday, 13th Apr., at 11 a.m.

SUWA MARU Sunday, 2nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

KAMO MARU Tuesday, 10th Feb., at noon.

IYO MARU Friday, 20th Feb., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez

Suez and Port Said.

TOYAMA MARU Tuesday, 10th Feb.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez

and Port Said.

CALCUTTA MARU Beginning of March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

TOTTORI MARU End of February.

SOUTH AMERICAN PORTS via Cape.

HAKATA MARU End of February.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU Friday, 6th February.

TOTOMI MARU End of February.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU Middle of February.

JAPAN PORTS - Nagasaki, Kobe & Yokohama

TANGO MARU Saturday, 21st Feb., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTOMI MARU Friday, 6th Feb.

TAJIMA MARU Monday, 9th Feb.

SHINYO MARU Saturday, 7th Feb.

KAGA MARU Thursday, 19th Feb., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Running from Hongkong Subject to change without notice.

Steamers. Tons. Leave Hongkong.

KOREA MARU 24,000 23rd Feb.

TEITO MARU 27,000 11th Mar.

SHINTO MARU 22,000 1st April.

SIBERIA MARU 2,410 1st April.

PERSIA MARU 9,000 1st & 2nd April.

Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINOS CHUZ, LAEAO, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDEAN ROUTE TO BUENOS AIRES.

Steamers. Tons. Leave Hongkong.

KITO MARU 17,300 12th July.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to routes, sailings, etc., apply to

T. DAICO, Manager.

KING'S BUILDING.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

"SAN FRANCISCO"

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Mar. 23rd, 1920. Mar. 2nd, 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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Prince's Buildings, Ice House Street. Tel. 1934.

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SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Sunday, 15th Feb.

CENOAA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CANADA MARU" ... End of Feb.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"INDUS MARU" ... End of Feb.

SAICON, BANGKOK & SINGAPORE—Regular Monthly Service.

"ENNA MARU" ... Monday, 16th Feb.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Saturday, 7th Feb.

"MADRAS MARU" ... Sunday, 22nd Feb.

VICTORIA & VANCOUVER—Tacoma via Manila, Keeling, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Wednesday, 25th Feb.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf, near the Harbour Office.

"KALIO MARU" ... Sunday, 8th February.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 12th Feb.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,

Tel. No. 744 and 745 No. 1, Queen's Building.

**AUSTRALIAN
ORIENTAL LINE.**

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong Leaves Hongkong
from Australia for Australia.

CHANGSHA 1st March. 5th March.

For Sydney only.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.
Telephone No. 36. Agents.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

Early February.
Via PANAMA.

S.S. "SACAPORACK"

Middle February.
Via PANAMA.

S.S. "HATCHIE"

Middle March.
Via PANAMA.

S.S. "WESTERN CROSS"

Early April.
Via PANAMA.

For freight space and particulars apply to:—

THE ADMIRAL LINE

Telephones 2477 & 2478 AGENTS. 5th floor Hotel Mansions.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Wednesday, Feb. 25th.

S.S. "ECUADOR" ... Wednesday, Mar. 24th.

S.S. "COLOMBIA" ...

ALSO

The following U.S. Shipping Board vessels

"WEST SELENE" ... Friday, Feb. 20th.

From H.K. for SINGAPORE, PENANG & CALCUTTA.

"LAKE FIELDING" ... Wednesday, Feb. 25th.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to:

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141. Cable Address "SOLANO."

SHIPPING.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shantou and Kobe.)

"ICONIUM" ... About Feb. 3 "ERIDOTT" ... About Mar. 16

"CROSSKEYS" ... Feb. 14 "ELKTON" ... Mar. 30

"WHEATLAND" ... Feb. 22

For PORTLAND direct.

(Calling at Shantou and Kobe.)

"MONASQUE" ... About February 5th

"ABERDEEN" ... March 5th

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone: 2477 & 2478 5th Floor, Hotel Mansions.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE
"BESSIE DOLLAR"	6th February.
"MELVILLE DOLLAR"	8th March.
"HAROLD DOLLAR"	21st March.

FOR SAN FRANCISCO.	SAILING DATE
"STANLEY DOLLAR"	6th February.
"WEST MARIS"	14th February.

FOR NEW YORK VIA PANAMA.	SAILING DATE
"GRACE DOLLAR"	31st January.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars for freight apply to:

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 795.

THIRD FLOOR .. 792.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE
(Ocean S. S. Co., Ltd. & China Mutual S. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"ARIOSTO" ... via Suez 20th February.

"ANTILLOCHUS" ... via Suez 1st March.

"CHARLTON HALE" ... via Suez 20th March.

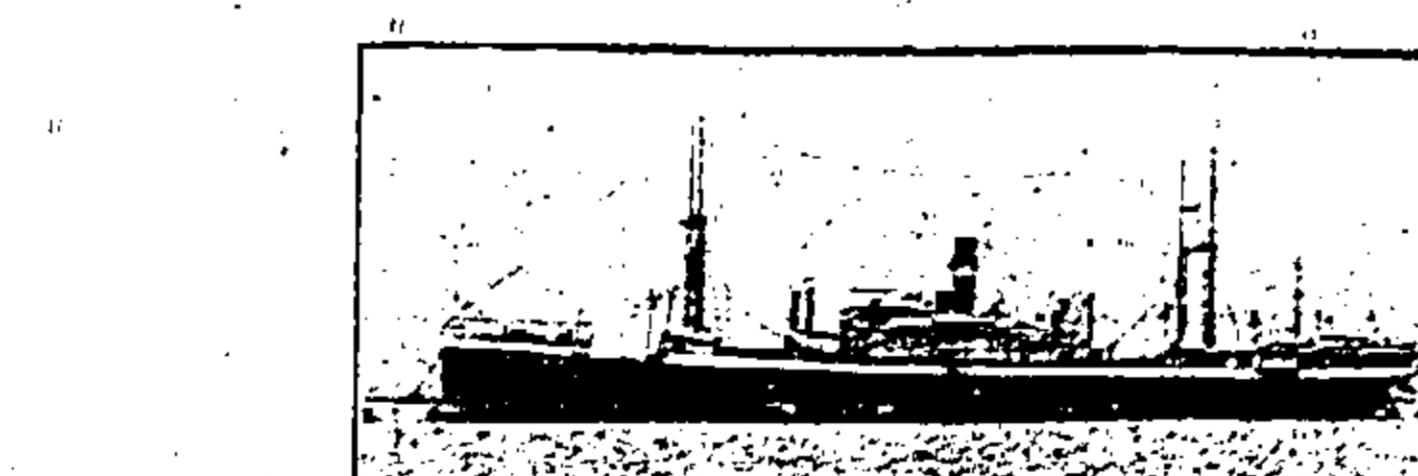
Steamers proceed via Suez Canal or Panama Canal at Owners option.

Subject to change with our notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LTD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer From Expected on Will leave on For

Tjikini Java in port 9th Feb. Shanghai

Tilliwong ... Java in port 11th Feb. Japan

Tjilondri ... Japan 9th Feb. 12th Feb. Java

Tjilatjap ... Java 13th Feb. — — —

Tjitaroem ... Java 22nd Feb. 28th Feb. Shanghai

Tjilmanoeck ... Java 23rd Feb. 1st Mar. Japan

Tillehoet ... Java 28th Feb. — — —

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken in through rates to all ports in Netherlands-India and Australia."

ALSO

The following U.S. Shipping Board vessels

"WEST SELENE" ... Friday, Feb. 20th.

From H.K. for SINGAPORE, PENANG & CALCUTTA.

"LAKE FIELDING" ... Wednesday, Feb. 25th.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to:

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Hotel Mansions,

TELEPHONE 141. Cable Address "SOLANO."

Telephone No. 1574. York Buildings.

SHIPPING.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

S.S. ST. "ANDREW"

Sailing on or about the 8th February.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO.**S.S. "PELSNA"**

BRINDISI, VENICE & TRIESTE.

Sailing about End March.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For Japan, S.S. "BORNEO MARU"

Sailing on or about 10th February.

For Java, S.S. "RIOJUN MARU"

Sailing on or about 20th February.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Appear Lines.

For Freight or Passage on any of the above Lines apply to:</

TO-DAY'S MISCELLANY.

Among many records made by the Prince of Wales in Canada was that of travelling in the world's heaviest train in the world, weighing, with its engine, 1,000 tons. A modern C.P.R. engine and tender weigh nearly half a million pounds. On one part of the trip the train had to be ferried bodily across a lake but on that adventure the Prince and his party turned out and drove round the obstruction.

The lease of John Ruskin's birth-place is for sale. The fact has led many people to assert that this place, 54, Hunter-street, Brunswick-square, was the only bit of town residence that Ruskin had. They forget that in his early married days he and his wife had a home at 31, Park-street, Grosvenor-square, from 1848 to 1852; and that later he was a tenant of another close by at 6, Charles-street. It was in the first-named house that "The Seven Lamps of Architecture" was written, as well as the first volume of "Stones of Venice."

In abolishing the Lower Foundation of the Military Knights of Windsor the Government, by their Bill now before the House of Lords, will halve the original number of beneficiaries of this "charity." Edward III, in 1349 helped 26 of his veterans, who became "The Poor Knights of the Order of the Garter," and in future there will be 13 Military Knights of the Upper Foundation alone. Although the name has changed, the Military Knights are still associated with the "Most Noble Order of the Garter." Every new K. G. has to contribute a sum of money for these "Poor Knights," while the military officers selected to receive the pension and housing accommodation at Windsor are chosen by the Sovereign as head of the nation's leading Order.

The application of the word "heckling" to the disorderly and unintelligent interruption of a recent speech of the Parliamentary Secretary to the Ministry of Food is no doubt strictly correct, for the word is adapted from the name of a "teasing" machine used in the textile trade, but anything more unlike the heckling at an election meeting in Scotland could not be imagined. The Scotch heckler is the model of propriety. He hears the candidate's apology to the end without an interjection, and when his turn comes—for it is an constitutional part of the proceedings as the speech itself—he introduces himself in this wise: "Murdock Macpherson, 780, Sauchiehall-street; number on the burgess roll 1,308." The party agent on the platform swiftly refers to the burgess roll and if he is able to announce (as sometimes happens), "He is not a voter," there is a summary end of the heckler. But as a rule the introduction is verified and the questions proceed—frequently a capital example in the art of cross-examination, and hardly ever attended by stupid disorder. The heckler in Scotland would be very much surprised to be spoken of as a mere rowdy.

Time was when the difficulties attendant on up-bringing might be negotiated through the medium of the emotions; to-day, emotions are demodes, and the appeal can only be made through the reason (writes Mrs. Gordon Stables, in the *Star*). Consider, for instance, the rather mean advantage which our own mothers were wont to take of us in our youth. In order to gain a point, they would end by remarking in sepulchral tones, "Ah, my child, one day you may no longer have me with you! When the time arrives when you no longer have a mother," and soon. This worked wonders with the Victorian infant, who, impressed by the motherless future thus sketched out for his benefit, became at once all pliancy and obedience. It won't work at all with the child of to-day. A modern mother, having lively memories of its effects upon herself in years gone by, and of the floods of tears which it invariably induced in her, once tried the trick on her small son. She was met by the unexpected answer, "Don't worry, mummie; father would be sure to marry again. That's all right." She did not try it again. To her credit be it said, she had felt rather mean in having ventured it in the first instance. Our own parents did not feel in the least mean. That, no doubt, was the secret of their success.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

DAY BY DAY.

It is notified that a competitive examination for the Indian Civil Service open to all qualified persons will be held in London commencing on the 2nd August, 1920, and that copies of the regulations, syllabus of examination, and forms of application to be filled up by the candidates may be seen on application at the Colonial Secretary's office.

Observatory returns show that the average mean temperature in Hongkong during January was 59.1, the highest being 74.6, on the 31st and the lowest 45.1, on the 5th. The temperature of the air was considerably above normal from January 26 to 31. The mean maximum temperature during this period (70.6) was however exceeded on several occasions, notably in 1905 when from January 20 to 25 it was 78.3. There were 226.1 hours of sunshine and 0.06-inch of rain. The wind velocity (10.3) was the lowest on record.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong general Chamber of Commerce, states:

Cotton piece goods and fancy cotton goods.—Our market is practically unchanged. Whenever spot cargo is available it is snapped up at once. Quotations from Manchester show considerable advances and deliveries are more protracted. Cotton is quoted 29.91.

Cotton Yarn.—Moderate transactions took place for early requirements and, notwithstanding the heavy rise in Exchange, values of the lower counts show slight improvements. Business in 20s. has been slack and values of same ruled on the easy side. Quotations are: No. 10s. at \$220.25s., No. 12s. at \$235.27s., No. 16s. at \$285.33s., No. 20s. at \$320.35s. Arrivals, 9,000 bales. Sales, 4,000 bales. Shipments nil. Unsold Stock, 5,000 bales. Bargains, 18,000 bales.

Raw Cotton.—Values are steady and are nominal at \$43.55 for Indian and \$47.60 for Chinese descriptions.

Woollens.—Market firm, good market for lasts, long ells, camlets, etc. In coatings, fine woollen and similar goods, the dealers have delayed purchasing so long that delivery is now impossible. Stocks are being eagerly snapped up, and a shortage seems likely for next cold season.

Metal.—Very small business passing prices higher and with long deliveries for new business now require it is difficult to negotiate fresh transactions. Small lines of wire nails have been done.

Floor market report.—Stock: About 250,000 sacks. Quotations: American Patent, \$3.70 per sack; American Cut off, \$3.38 per sack; American Straight, \$3.38; Shanghai Flour 2nd, \$3.60 per sack; Australian No. 1, \$3.36 per sack; Australian No. 2, \$3.20 per sack.

MIDDLESEX WAR MEMORIAL. At a county meeting held recently at the Middlesex Guildhall it was unanimously decided that a memorial in monumental form should be erected to the men of the Middlesex Regiment, to the men of all other Middlesex units, and to all Middlesex men who gave their lives during the war. A committee was formed with the Duke of Bedford as chairman, to carry out the proposal. The Times understands that the First Commissioner of Works is willing to consider the erection of a memorial somewhere in the Canning enclosure, but the question of design and actual position must be submitted to, and approved by, the Committee dealing with sites for statues in London. On this site the memorial would be among the many famous statues at Westminster, and would also be close to the Middlesex Guildhall.

ROMANCE OF A GREAT BANK.

COUTTS TO BE FUSED WITH OTHER FIRMS.

Many romantic circumstances are recalled by the announcement that the famous bank of Messrs. Coutts and Co. is to be fused with the National Provincial and Union Bank of England, Ltd.

As bankers to the Royal Family and to the nobility, Coutts's have always stood foremost amongst the private bankers of the United Kingdom. With their adhesion to the joint-stock principle by joining their forces with one of our biggest jointstock banks, there are left (says a City Editor) only four private bankers of the first importance. These are Messrs. Drummonds, Messrs. Childs, Messrs. Hoare, and Messrs. Glyn, Mills, Currie, and Co. In the early days of the Bankers' Clearing House the private bankers completely held control. Nowadays they have been gradually absorbed by the younger group of joint-stock banks, and in the end the old firms will probably cease to have an independent existence.

THE FIRST DEPOSIT.

The premises of Coutts' Bank, in the Strand, were one of the old landmarks of London. Some of the old chests in the strong room there had been undisturbed for something like 200 years. The first deposit was a diamond cigarette belonging to and brought by, Lord Nelson.

Mr. Thomas Coutts, one of the most famous of the partners, was the son of a Scottish banker, and was taken into partnership in the Strand by his brother James about 1762. He married a maid-servant in the house of his brother, and their three daughters married Sir Francis Burdett, the Earl of Guilford, and the Marquis of Bute.

After the death of his first wife Thomas Coutts married Miss Harriet Mellon. After his death she became the owner of the bank, marrying the Duke of St. Albans later.

BEARDS FORBIDDEN.

At one time the large staff were all clean shaven, the wearing of beards or moustaches being forbidden. It is told that once when the accounts were made up and showed a deficiency of 2s. 10d. every clerk had to go back through the transactions of the day and through and through the ledgers. This labour was in vain, however, and next day it transpired that a non-resident partner had taken 2s. 10d. to pay postage on a foreign letter.

The books of the bank date back to 1692, thus being a little older than those of the Bank of England.

About that year John Campbell was carrying on business at the Three Crowns in the Strand. His partner, George Middleton, succeeded him, and built the old house at 59, Strand which remained the home of the bank until 1904. Mr. Middleton died in 1746, his successors taking into partnership James Coutts. One of the partners, Robert Herries, invented the present-day foreign letter of credit.

GEORGE IV'S SURPRISE.

The bank has been called the Royal Bank, and a story is told that distinguished clients flocked to Thomas Coutts because of the recommendation of a nobleman to whom he lent £30,000 on note of hand, despite his knowledge that another banker had refused the loan.

When George IV. was Regent he sent to the bank for £100,000, imagining that the sum could not be found on demand. The equerry did not know what answer to make when he was asked if he would take gold or notes, and while he went to inquire, Coutts hurriedly sent for the cash. The equerry did not return, however.

The bank's records include the signatures of the Royal Family from George II, the Duke of Wellington, Scott, Dickens, Macaulay, and many other names famous in history.

PROFITEERING CHARGE.

A point of interest in regard to boot-selling came before the Uxbridge Profiteering Committee when a complaint was lodged against a member of the Committee, a local boot-seller, for alleged profiteering. The complainant bought a pair of child's boots for 13s. 9d. These were found to be too small, and upon changing them for another pair an extra 3s. was charged. The boot-seller explained that the boots exchanged were not only of large size, but of a higher grade. The Committee held that the explanation was satisfactory, and dismissed the case.

NEW ADVERTISEMENTS

"A VERY FINE PICTURE"

That will be Your Verdict when You See

"MORAL SUICIDE"

TO-NIGHT AT THE VICTORIA.

NOTHING THAT WE CAN SAY IN PRAISE OF THIS SEPERB FILM COULD ADEQUATELY DESCRIBE IT. IT IS THE ACME OF PERFECTION IN PHOTOPLAY PRODUCTIONS.

MATINEE TO-MORROW

At 6 p.m.

BERTHA KALICH

IN

"AMBITION"

NOTICE.

HONGKONG JOCKEY CLUB.

RACE MEETING 1920.

WEDNESDAY, THURSDAY,
FRIDAY AND SATURDAY.
FEBRUARY 11TH, 12TH, 13TH
and 14TH.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. Kelly & Walsh, Limited, or at the Gate. Price \$12 or \$4 for each day for the Meeting.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 7th February, 1920.

HONGKONG JOCKEY CLUB.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 7th February, 1920.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that owing to the death of Mr. B. D. KAPTEYN the undersigned Ponies entered in his name to run at the forthcoming Race Meeting have been sold by Public Auction and will run in the interest and colours of the purchasers as follows:

Louza Mr. G. C. MOXON
"Black, Yellow Hoops & Cap"
Sinza Mr. JOHN PEEL
"Dark Blue, Silver Braid"
Spotted Sand Mr. SOARES
"Old Gold, Dark Green Hoops"
Runaway Light Mr. T. F.

HOUGH
"Dark Blue, Primrose Hoops"
By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, February 6th, 1920.

NOTICE.

R. A. O. B.

The "Harry Brettell" Lodge assemblies every Tuesday in the R.A. Theatre, Victoria Barracks, at 7.30 p.m. All Bufts cordially invited.

NOTICE.

HONGKONG GYMKHANA CLUB.

The Annual General Meeting of Members will be held at 5.15 p.m. on Monday 16th February, 1920, in the rooms of the Hongkong Jockey Club, 18 Chater Road.

Business:—To receive the Committee's Annual Report and Statement of Accounts. To elect a new Committee for the ensuing year. Any other business that may arise.

H. B. L. DOWBIGGIN,
Hon. Secretary.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.
Opposite the University
Tel. No. 732. P.O. Box. 593.
Principal

JOHN P. JONES, B.Sc., M.I. Min. E
The Institute affords Special Training (Class and Private) Day and Evening, Oral and Correspondence for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

NOTICE.

KOWLOON CANTON RAILWAY.
(British Section).

Notice is hereby given that commencing from this date and until further notice the train at present advertised to leave Kowloon at 12.01 p.m. on Saturday only, will run on all ordinary week days, returning from Shun Chun at 5.04 p.m.

By Order,
H. P. WINSLOW,
Manager.

WANTED.

—Chinese youth seeks position as clerk and typist. Good reference. Apply Box No. 316 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Child's white enameled iron bed; double jerusalem; water bottle; well sprung. Apply Bell 9 Queen's Gardens, Hongkong, 7th February, 1920.

NOTICE.
HONGKONG BOXING ASSOCIATION.

President:—His Excellency Sir R. E. Stubbs, K.C.M.G., Governor. Chairman:—His Honour Sir William Rees Davies, K.C., Chief Justice.

THIRD TOURNAMENT.
At "The Ring" Volunteer Headquarters Parade Ground (adjoining Lower Peak Tram Station). Specially constructed Matshed, capable of holding 2,000. SATURDAY, February 14th, 1920, at 9.15 p.m.

1. 20 Round Contest for the Welterweight Championship of the Colony, and the Mounted Police Reserve Belt.

Between Sgt. "Sky" Kerrison, R.N.Y.P. (Holder) and Stoker Eddie Walters, H.M.S. Hawkins (Challenger).

2. 15 Round Contest for the Middleweight Championship of the Colony and the Hongkong Daily Press Belt.

Between Pte. J. H. Mason, R.M.L.I., H.M.S. Hawkins and C.E.R.A. Lee, H.M.S. Ambrose.

3. 6 Round Contest for the Amateur Lightweight Championship of the Colony.

Between Young Maher, ex-Driven R.G.A. (Holder) and Sergt. Ward, R.N.Y.P. (Challenger).

4. 6 Round Middleweight Contest.

Between E. R. A. Sergeant, H.M.S. Ambrose and Seaman Willoughby, H.M.S. Hawkins.

5. 6 Round Lightweight Contest.

Between Ship's Cook North, H.M.S. Carlisle and Corporal Cook, R.M.L.I., H.M.S. Hawkins.

NOTICES.

NOW READY.

1920

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DIARY AND BLOTTER

PRICE \$3.00

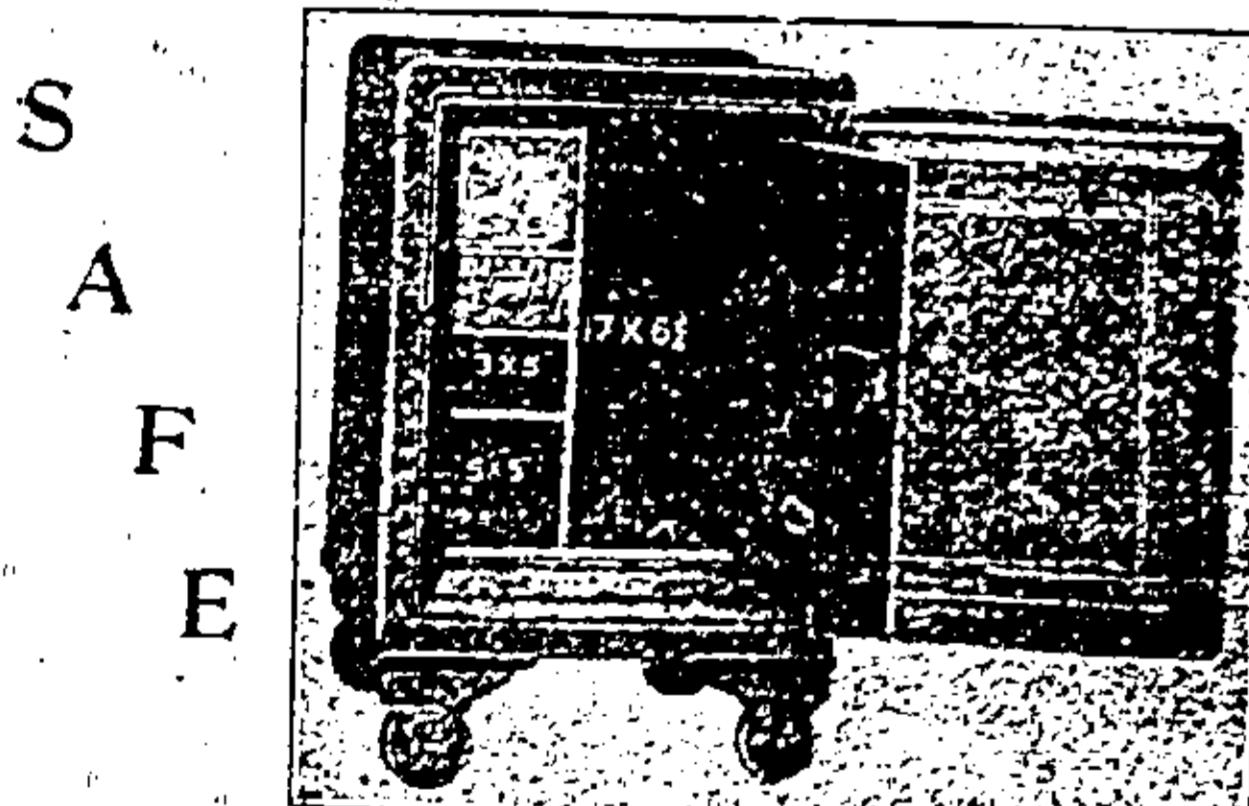
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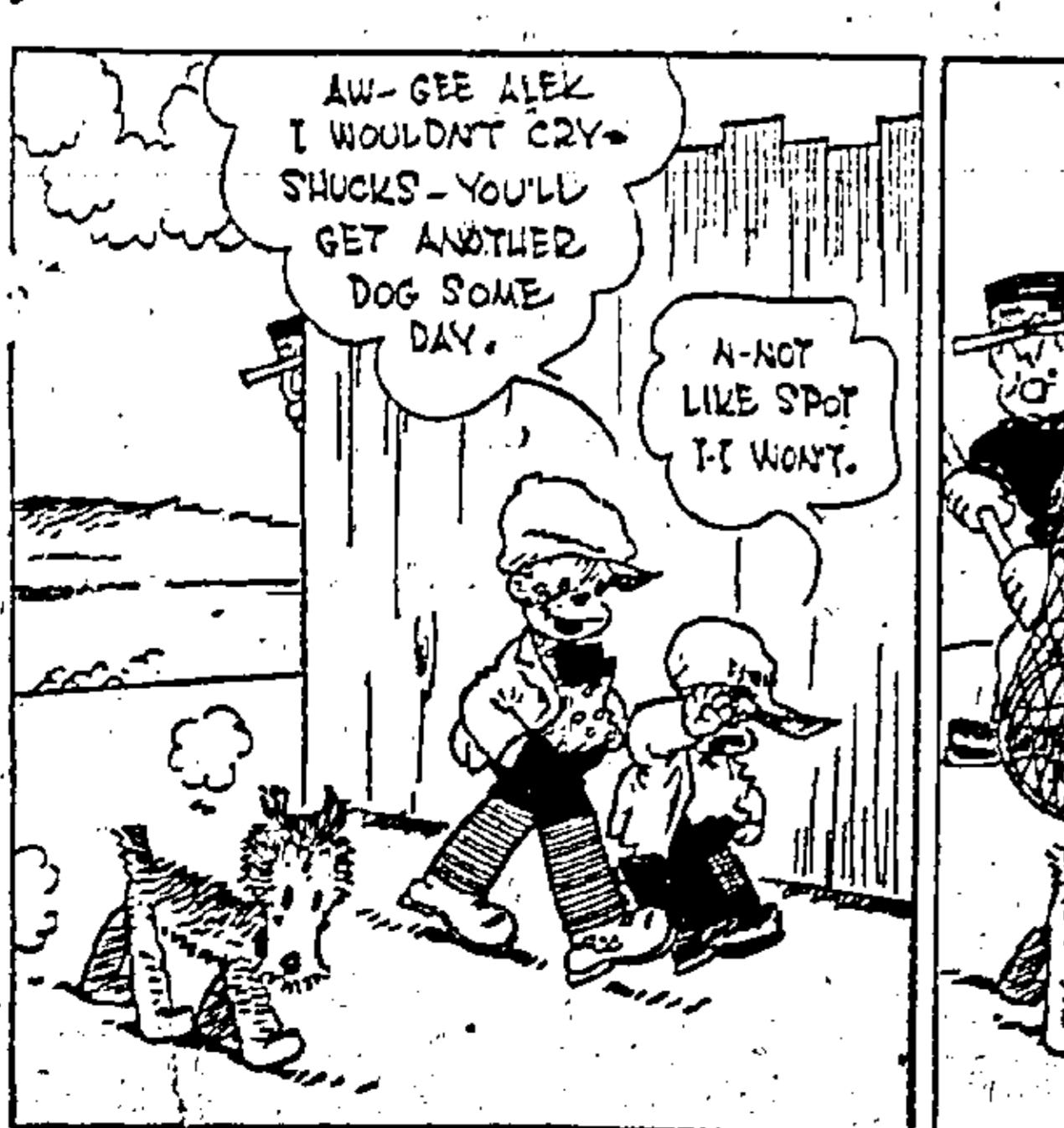
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It's a Different Story, Now!



BY BLOSSER.

EVOLUTION OF THE
MOTOR-CICLE.

HEAVIER SIDE-CARS.

The Times motoring correspondent writes:

It has been said that, just as all cats look grey in the dark, all side-cars look alike on the road, and it is only when one sees the various types and designs placed almost side by side, as at the Motor Cycle Show, that one realizes the infinite differences between them. They vary in shape of body, arrangement of the seat, position of luggage accommodation, construction of the frame suspension, and indeed in every quality in which they can vary. This is a somewhat peculiar state of affairs, inasmuch as the side-car, being a purely passive attachment, represents the simplest possible form of vehicle, and would seem, therefore, to be something quite easily standardized.

Designers of motor-cycles have scope to express much individuality in engines, transmissions, gear-boxes, and so forth, and it is only natural, in consequence, that these machines differ from one another considerably, so that no one may put his hand upon a single example and say, "This is the standard type."

Yet it is a fact that in many ways motor-cycles are more alike than side-cars, for all the outward similarity of the latter. A few years ago there were only two makers of these attachments; to-day there are scores. Not only does every single one adopt principles of design not employed by any other, but as a rule each maker turns out several types which are in themselves utterly different.

For instance, in the matter of suspension, it is well nigh impossible to find a couple of attachments in which the same ideas are followed. This one will have the wheel rigidly fixed to the chassis with the body supported by long Cee springs; that one will incorporate a spring axle and cantilever springs for the body. Not only do designers disagree as to how the suspension shall be arranged, but they also differ in respect of the type of spring that shall be used. As, in each case, a large variety of methods are open to them, the number of possible permutations and combinations is immense, or, at all events, as is very natural, there are more than enough to go round.

INCREASE IN WEIGHT.

The one point upon which agreement seems to have been reached is increase in weight. In the old days side-cars, thanks to the comparatively low power of the motor-cycles, to which they were intended to be attached, were very light indeed, and the cane or wicker body was generally used. Nowadays the body is coach-built invariably, and frequently of an elaborate character. This is sensible enough, and perhaps to a large extent accounts for the increased popularity of the side-car, for it is a fact that the basket-work affair even with the best intentions in the world could never be made wind-proof. Another excuse for added weight relates to the carrying of luggage, spare petrol, &c., for which the solo-motor-cycle is ill-adapted. The up-to-date side-car nearly always has a commodious locker for the latter and a big grid or platform for the former and in these respects conforms to motor-car standards.

The same can be said of means of protection against the weather. Obviously if you have a comfortable coach-built body you must have a hood and screen, and there are even instances in which

the designer, not to be outdone by the car maker, has gone in for a completely concealed hood and a screen of far greater comprehensiveness than is to be found in most cars, costing something in the neighbourhood of £500. It might thus be said that when a modern combination takes the road the passenger goes out in a motor-car, whilst the rider accompanies him on his motor-cycle.

DEFENCE AGAINST ROUGH ROADS.

In regard to comfort it is doubtful whether any vehicle can compare with a good side-car in its capability of smoothing down the worst of road surfaces. The passenger may be subjected to a certain amount of vibration communicated from the engine, and may have to put up with a certain amount of clatter, but to him or her all road surfaces are as billiard tables. It must be a severe bump indeed that can find its way through the quadruple system of defence comprised by the pneumatic tyre, the axle springing, the body suspension, and, finally, the upholstery. On the other hand, there are those who are prepared to sacrifice comfort for an appearance of raciness, and thus there is a class of side-car, generally of slipper or torpedo shape, in which the body dimensions are reduced to the minimum, and the passenger must sit on rather than in it. Generally speaking, however, the standard of comfort is remarkably high, the weight proportionately great and the windage resistance somewhat formidable.

All these agencies have had their effect upon the design of the motor-cycles which have to cope with them, and as a natural result the machine has tended rapidly to become more ponderous, elaborate, powerful, and not only more expensive to buy in the first instance, but also more expensive to run. There are many competent judges among them Lieutenant-Colonel J. T. C. Moore-Bridgeman, M.P., who holds that this development is in the wrong direction altogether, and that the scope of the motor-cycle, in its capacity of a purely solo machine is being sadly neglected. They believe that if the right type of machine were produced the women who are now enthusiastic side-carists would probably become equally enthusiastic motorcyclists, and that the motor-cycle, instead of competing with the light car, ought to be brought into more direct rivalry with the pedal-cycle.

THE MOTOR SCOOTER.

To judge from appearances, ladies are disposed to take an interest in motor-scooters, though whether that interest will be more or less permanent appears to be extremely doubtful. In ordinary motor-cycles they definitely do not take a great interest, although, of course, there are a few exceptions. They look at the machine with the comfortable simplicity of the side-car, the skill and effort called for by the one with the delightful idleness encouraged by the other, and it is but natural that their choice is exercised in favour of the side-car combination.

It is a different story, now! The comprehensive display of mechanism of the motor-cycle with the comfortable simplicity of the side-car, the skill and effort called for by the one with the delightful idleness encouraged by the other, and it is but natural that their choice is exercised in favour of the side-car combination.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Mitsuki M. O.S.K. Feb. 7
St. Francis B. L. Feb. 7
West Jena S. & D. Feb. 9
Ionium A. L. Feb. 9
Suveric B. L. Feb. 10
Matoppo B. L. Feb. 10
Kamo M. N. Y. K. Feb. 10
Toyama M. N. Y. K. Feb. 10
Somali P. & O. Feb. 11
Nagayo P. & O. Feb. 13
West Harts R. D. Co. Feb. 14
Moorish Prince S. T. Co. Feb. 15
Atlas M. O. S. K. Feb. 15
Ariosto B. L. Feb. 15
Dilwara P. & O. Feb. 15
West Isom S. & D. M. of Feb. 15
Ceylon M. N. Y. K. Feb. 18
Aki M. N. Y. K. Feb. 18
Crosskeys A. L. Feb. 18
Ivy M. N. Y. K. Feb. 19
Tango M. N. Y. K. Feb. 21
Kashima M. N. Y. K. Feb. 22
Madras M. O. S. K. Feb. 22
Korea M. T. K. K. Feb. 23
Wheestland A. L. Feb. 24
Africa M. O. S. K. Feb. 25
Venezuela P. M. Co. Feb. 25
Lake Fielding P. M. Co. Feb. 25
Eastern P. & O. Feb. 25
Hakata M. N. Y. K. E. Feb.
Colorado Springs S. & D. E. Feb.
Canada M. O. S. K. E. Feb.
Hathaway S. & D. E. Feb.
West Ivis S. & D. E. Feb.
Tottori M. N. Y. K. E. Feb.
Indus M. O. S. K. E. Feb.
Tajima M. N. Y. K. E. Mar.
Calcutta M. N. Y. K. E. Mar.
Nile C. M. Co. Mar. 2
Changsha B. S. Mar. 5
Melville D. R. D. Co. Mar. 8
Tenyo M. T. K. K. Mar. 11
E. of Russia C. P. O. S. Mar. 11
Western Cross A. L. Mar. 11
Swazi B. L. Mar. 15
Endicott A. L. Mar. 16
Fushimi M. N. Y. K. Mar. 17
Harold D. R. D. Co. Mar. 21
Nanking C. M. Co. Mar. 23
Monteagle C. P. O. S. Mar. 23
Tango M. N. Y. K. Mar. 24
Charlton Hall B. L. Mar. 25
E. of Japan C. P. O. S. Mar. 29
Elkton A. L. Mar. 30
Sagaparack A. L. E. Mar.
Shiryo M. T. K. K. Apr. 1
Siberia M. T. K. K. Apr. 1
Katori M. N. Y. K. Apr. 13
Persia M. N. Y. K. Apr. 19
Suwa M. N. Y. K. May. 2
Kiyo M. T. K. K. July. 12

Total \$17,745,016. 22,550,000.

Sterling Securities deposited with the Crown Agents valued at £423,000.

Securities with the Crown Agents £137,000.

DON'T BE SCARED.

The Naval Authorities notify for public information that a considerable quantity of naval cordite will be burnt on Stonecutter Island on Monday next, 9th instant, commencing at about 7.30 p.m.

EXCHANGE.

SELLING.

U/T 5/10
Demand 5/10 1/4
30 d's 5/10 3/8
60 d's 5/10 1/2
4 m/s 5/10 3/6

T/T Shanghai Nom.

T/T Singapore 24916

T/T Japan 20512

T/T India 219

T/T San Francisco 100

& New York 262

T/T Marks Nom.

T/T Franks 14.35

Demand, Paris —

BUYING.

4 m/s. L/C 6/1/4

6 m/s. D/P 6/1/2

6 m/s. L/C 6/1

30 d/s. Sydney and Melbourne 6/1/4

30 d/s. San Francisco & New York 10134

4 m/s. Marks Nom.

4 m/s. France 14.80

6 m/s. France 14.95

Demand, Germany —

Demand, New York 100/8

T/T Bombay 219

Demand, Calcutta 219

Demand, Manila 203

Demand, Singapore 24916

On Haiphong Nom.

On Saigon Nom.

On Bangkok Nom.

Sovereign 3.35 Nom.

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forwards

overforward

THE NEXT WAR.

(SIR LOUIS JACKSON'S FORECASTS.)

In a paper on "The Possibilities of the Next War," read at the Royal United Service Institution recently Major-General Sir Louis Jackson suggested that there would be a return to open warfare. Mechanical transport would influence most deeply the tactics of the future. Gases which killed painlessly might be used. Air fighting would be enormously developed. The long rifle would be succeeded by a short carbine, and artillery would be much more mobile.

Lord Peel, Under-Secretary for War, presided and among those present were Field-Marshal Lord Methuen, Lieutenant-General Sir Herbert Miles, Major-General Sir Francis Bond, Major-General E. D. Swinton, Major-General Sir W. H. Birkbeck, Sir R. H. Brade, Major-General E. C. Donald, and Colonel F. C. Stone.

Lord Peel said that the subject reached out into almost illimitable fields of speculation. Sir Louis Jackson's record showed how eminently qualified he was to give his views on the subject. He had been in charge of offensive gas production, and afterwards Director of French Warfare and Supplies.

Major-General Sir Louis Jackson said his object was really to arouse controversy on certain points. It was quite clear that we were on the eve of the most extensive modifications in the art of war known to history, and the changes made in the recent war were only the beginning. It was necessary to develop new arms with the knowledge that the nation which best did so would have a great advantage in the next war. There were people who were crying for a reduction of armaments and who declared that another war was an impossibility just as six years ago they declared war with Germany was an impossibility. In future wars we should be exposed to much greater dangers than in the recent war. And Germany had not refrained from saying that she hoped for revenge some day.

He believed that one of the greatest developments in the art of war would be brought about in mechanical transport. The tank was a freak which had been called into existence by exceptional circumstances which were not likely to recur, and which if they did occur, could be dealt with by other means.

The outstanding feature of the tanks had been that they had made mechanical transport independent of the roads. That was going to influence most deeply the tactics of the future. If the whole of the transport of an army was carried by vehicles with caterpillar wheels it would be independent of the roads. There would be no long columns of transport, but it could advance in open order on a broad front carrying guns, munitions, supplies, and men. At the same time fast cars and motor cycles would be useful for sudden blows at long distances.

FUTURE OF GAS.

With regard to the use of gas in future wars, he said that there was no more reason to forbid its use than to forbid the use of rifles. There were gases which killed painlessly and it was easy to conceive cases in which it would be more humane to use gas than explosive shells. That was especially the case with punitive expeditions. It might be possible to come to some agreement that no gas should be used which would cause unnecessary suffering. Commercial progress and prosperity in the 20th century would depend on chemistry, and chemical products must have a great effect on all future warfare.

It was in the air that we were face to face with the problem of the future. It was in the air that we had had the most important advance in the art of war. We need not trouble ourselves yet with flying destroyers, or flying concrete forts, but in 20 years' time the Air Force Estimates might be the most important part of our preparations for war. Bombing and reconnaissance machines would be developed by commerce, for the machines used in commerce could easily be adapted for war purposes, and civilian pilots could be taken over with the machines. For fighting machines special types were required, and highly specialized military training was necessary for the personnel. For both machines, and the men to man them, that flying must be Government return to open

warfare would probably be, that bombers would not have the same targets near the front of the armies and would secure better results by going farther afield and bombing the centres where munitions were manufactured, stores were accumulated, and troops were trained.

Dealing with the liaison service, he pointed out that there was much room for simplification, and the open warfare of 1918 had led to the elimination of some forms of communication which had been used previously. Wireless telegraphy would be the principal means of communicating with aircraft and a development of the electrical listening posts used in trench warfare, a ground wireless system would become the standard means of communication between advanced infantry and the headquarters controlling them. He believed also that smoke and light signals, a pillar of cloud by day and a pillar of fire by night, would be used by troops to show the positions they had reached.

ARTILLERY CHANGES.

There had never been a war in which such an extreme variety of weapons had been employed. The long rifle had seen its day and should be replaced by a short carbine which would be accurate up to 500 yards. Each man should also carry a good dagger which might be made attachable to the carbine like a bayonet. He did not think the automatic pistol would survive, and he was not sure that the grenade would not also go, if we assumed that in future they would have open warfare.

He was doubtful, too, whether the Stokes gun would survive. For our artillery we must be guided by the definite idea of the tactical possibilities of the future. If they might assume the full exploitation of mechanical transport greater mobility in artillery would be required in order that guns could keep up with the more rapid advance of the troops. The artillery must be of a character that it could be brought to the required position in the shortest possible time.

Caterpillar traction should be employed, and if they were to allow for a daily advance of 12 miles the guns must be capable of an effective barrage up to 18,000 yards. He thought a short 4.2 gun with an accurate range of 12,000 yards and a long 4.2 gun with an accurate range of 20,000 yards might meet the requirements of the future.

The soldier of the future must be absolutely different from his predecessor. The days had gone by when initiative was considered not only unnecessary, but dangerous. In addition to his rifle, he should be able to handle a Lewis or machine-gun, and to help the artillery. He should know something of explosives, have a knowledge of fuses, understand signalling, and be capable of handling a ground wireless set. He should receive intensive training and really good instruction.

The question of invasion being primarily a naval question was outside the scope of his paper, though the possibilities of attacking transports by aircraft carrying torpedoes might come within it. Six months before the war he was regarded as an alarmist because he spoke of the possibility of London being bombed. The Germans had made a mistake in using explosive instead of incendiary bombs. With the greater range of aircraft the position had become more dangerous for us, for we might be sure that every lesson had been learned from the failures as well as the successes of the last war. It was clearly impossible to provide anti-aircraft defences for all the large towns in this country, and they would have to rely for protection upon our air forces.

London could not rely solely upon our fighting machines and a large

ALCOHOL FROM COAL.

PROSPECT OF ABUNDANT LIQUID FUEL.

Middlesbrough, Dec. 16.—The extraction of alcohol from coal-oven gas on a commercial scale was proved to be possible at a meeting of Cleveland Institution of Engineers at Middlesbrough by Mr. Ernest Bury, of the Skinningrove Iron and Steel Works. In a paper read before the institution, Mr. Bury showed that at the Skinningrove Works he had succeeded in extracting ethylene alcohol and its derivatives.

The practical working of Mr. Bury's process at the Skinningrove Works, where 5,800 tons of coal are carbonized per week, has revealed an average yield of 1.6 gallons of alcohol per ton of coal carbonized, and as the total weight of the coal which was reduced to coke in this country in 1918 was 14,635,000 tons, the application of this process to the whole of this coal would yield,

according to Mr. Bury's calculation, 23,416,640 gallons, the value of which would be £2,341,664. Having regard to the scarcity of liquid fuel, that in itself is important. Mr. Bury further pointed out that the recovery of the alcohol at the gasworks of the country would yield a further 27,000,000 gallons or, taking alcohol and benzol together, the total quantity of liquid fuel available from extraction through the carbonizing of coal would be 114,000,000 gallons, to meet the country's present total requirement of 160,000,000 gallons per annum.

The process of extraction by contact with sulphuric acid is not a new discovery, but Mr. Bury has been the first to show its commercial practicability. His principal discovery is that the best results are achieved at a temperature of 60deg. to 80deg. Centigrade, and in his process he has carried the utilizations of heat from the coke-oven, plant to the utmost limit.

Ether, chloroform, iodiform, acetic acid, and acetone are among the derivatives he has obtained from this coke-oven after the benzol has been extracted and at the meeting at which these results were disclosed some of the foremost metallurgists of the day, including Mr. J. E. Stead, paid tribute to the brilliant research.

number of anti-aircraft guns with well-trained personnel would be required for the defence of London. The expense involved was in the nature of a necessary insurance.

The Chairman said that with

regard to the use of gas, problems of ethics in war were extraordinarily difficult. When the whole life of a nation was pitted against the whole might of another nation it was almost incredible that one of those nations would not use a forbidden weapon if there was anything to be gained by its use.

The argument, as we had seen

was, "If we win it does not matter what other people say; if we lose, nothing matters."

If the soldier of the future was to be

as efficient as had been suggested, we should have to pay him more, and the numbers would consequently have to be reduced.

He did not wish to deal with the much discussed question of the Air Force, but after what they had just heard he could not help thinking what a very modest sum the £15,000,000 they were allowing for it was.

He believed the connexion between the different Services was going to be far greater than it had been in the past. The necessity for a General Staff which would combine the wisdom of the three great Services had forced itself to the front as a question which statesmen

would have to deal with very

SPORTING TIT-BITS.

Steve Bloomer tips Sunderland as one of the finalists for the English Cup.

£8000 is said to have been paid this season by Northern Rugby Union clubs for players.

Colin Veltch, Newcastle United,

has just recovered from pneumonia, and is training again.

There was a big gamble in

tickets for the Carpenter-Beckett

fight, as much as £50 being paid

for seat.

Kent C.C.C. had a loss of £158

on last season, due to the expen-

iture of £549 on the Colin Blythe

memorial.

Kent cricketers will meet all

the other first-class counties

during the coming season except

Derbyshire and Somerset.

What Rugby Wales is most in

need of at present is a scrum

half. E. Caswell, late of Cardiff,

was to have been the man, but he

has gone to the Northern

Union.

Some say that it is swollen

head that is keeping Inman out

of the championship tournament;

others that it is cold feet, brought

about by some recent events and

doings of the younger school.

It is interesting to note that

the Royal Liverpool Golf Club

professional at Hoylake, Jack

Morris, was the guest of the club

at their annual dinner. He has

been the club's professional since

its inception fifty years ago.

In the Lancashire Cricket Club

report, the two-days' county

matches of last season are referred

to as a successful innovation.

Notwithstanding the success, Lancashire now support the bringing

back or three days' engagements.

H. W. Stevenson is of opinion

that the billiards champion, no

matter who he be, ought to play

right through the championship

competition just like the others.

Why should he not? is a question

most people are asking. They

cannot understand Inman's position.

Major David Davies, M.P., the

Welsh millionaire, is financing a

scheme to provide indoor and

outdoor games and recreation in

every town and village throughout

his constituency, Montgomeryshire. Boxing and dancing

classes are to be included.

J. A. Young (Loretto and Edinburgh Wanderers), who was in the

Edinburgh Inter-City side,

was the subaltern officer of the

ill-fated battalion of the Royal Scots which was smashed in the

Gretta disaster. He was badly

injured in the affair, but was

patched up, and eventually got

to the front.

A special appeal has been made

by the Minister of Labour to 1500

golf clubs throughout the country.

on behalf of disabled ex-service

men. The total number of men

in receipt of disability pensions is,

at the present moment, very near

800,000, and although nearly

seven-eighths of that number

have been absorbed in industry,

there still remains a very difficult

problem of placing in unemployment the outstanding 100,000. It

is pointed out that golf clubs

appear to offer unique opportuni-

ties for the employment of such men under the national

scheme as caddies, &c.

A track expert remarked re-

cently that last summer A. T.

Sloan was doing three inside

eleven.

This technical phraseology

translated into ordinary

language implies that Sloan is

fast, for these track men are

au-tore people, and will not give

the ordinary Rugby sprinting man

credit for eleven seconds unless

they get him under a dog-watch,

a Kew-tested chronometer,

or some other gauge regulated to

the calculation of human pro-

pulsion to sixtieths of a second

of time and molecules of an inch

of space. If they give Sloan a

certificate for "three inside," it

PICTORIAL SUPPLEMENT.



Miss Marie Tempest



Miss Doris Gilman
Who will shortly appear at the Theatre Royal.



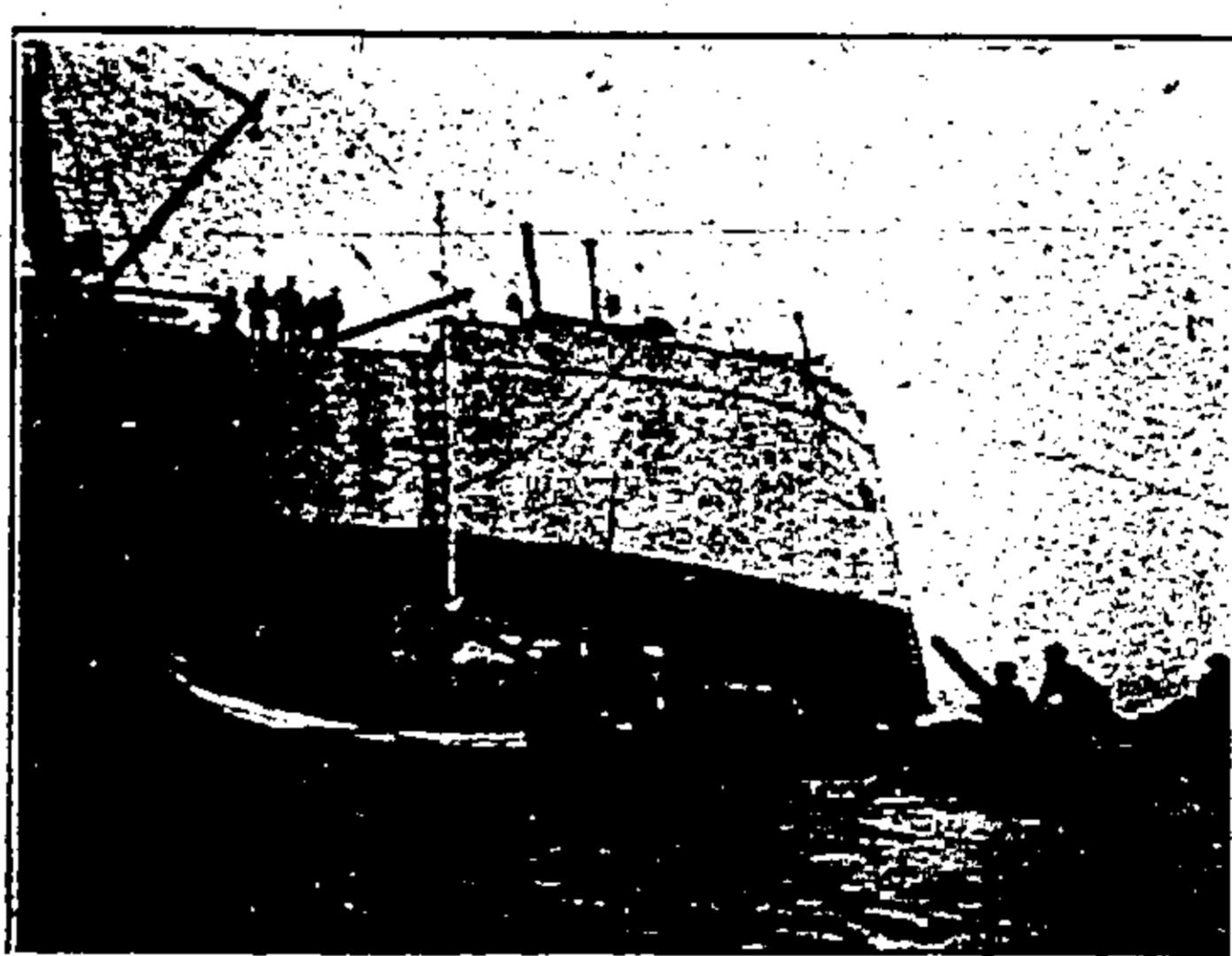
Mr. W. Graham Browne



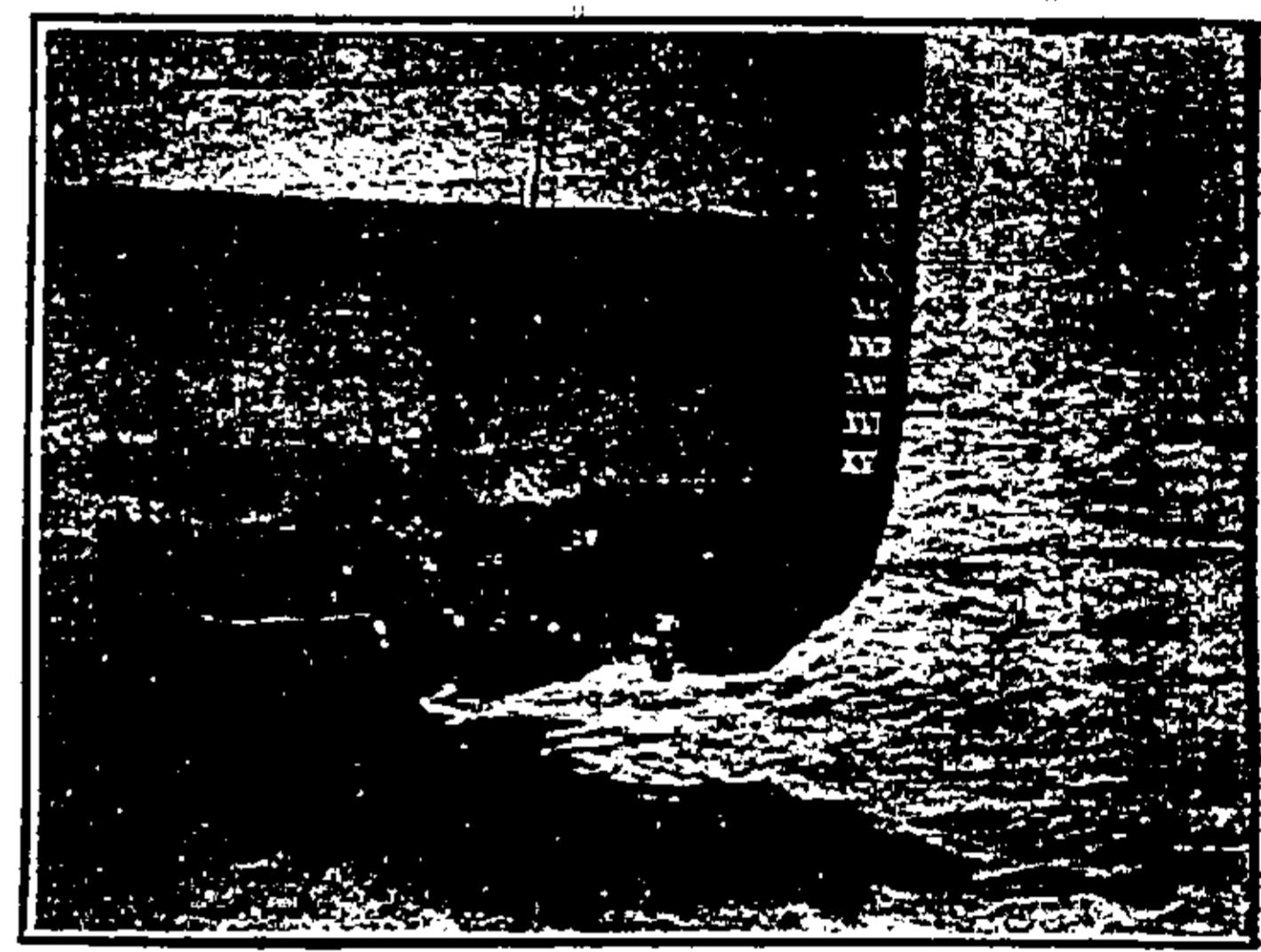
The Right Rev. the Bishop of Victoria,
who is shortly resigning the Bishopric.



"D" Coy. Wilts Regiment, winners of the Regimental Football Shield.



The s.s. Hong Wan I. ashore near Amoy.



This picture shows the damage sustained by the
s.s. Hong Wan I. when she went ashore.

FROM CANTON TO SHUI CHOW-FU (NORTH RIVER).

Photos by F. A. Perry, British American Tobacco Co. (China), Ltd.

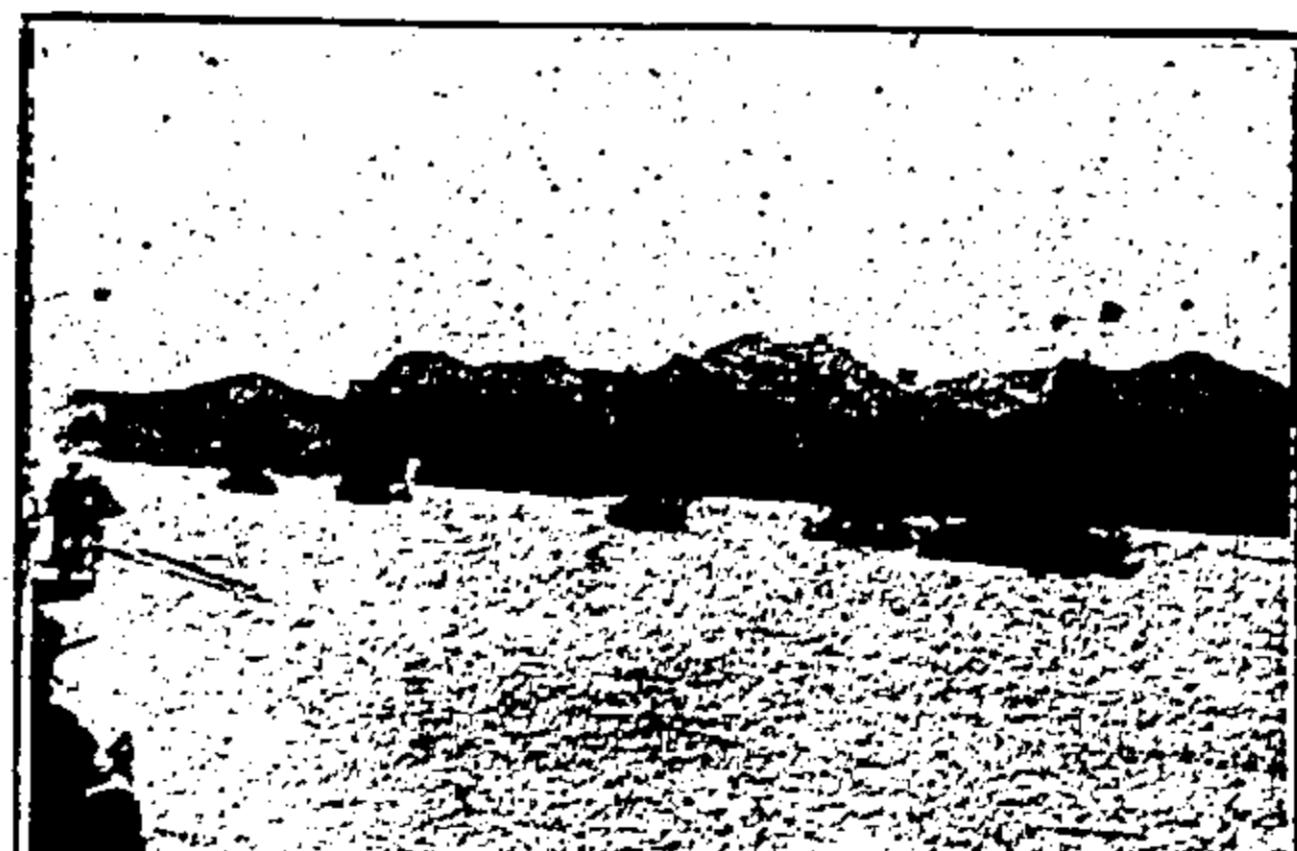
THE OLD WAY: PHOTOS TAKEN 12 YEARS AGO.



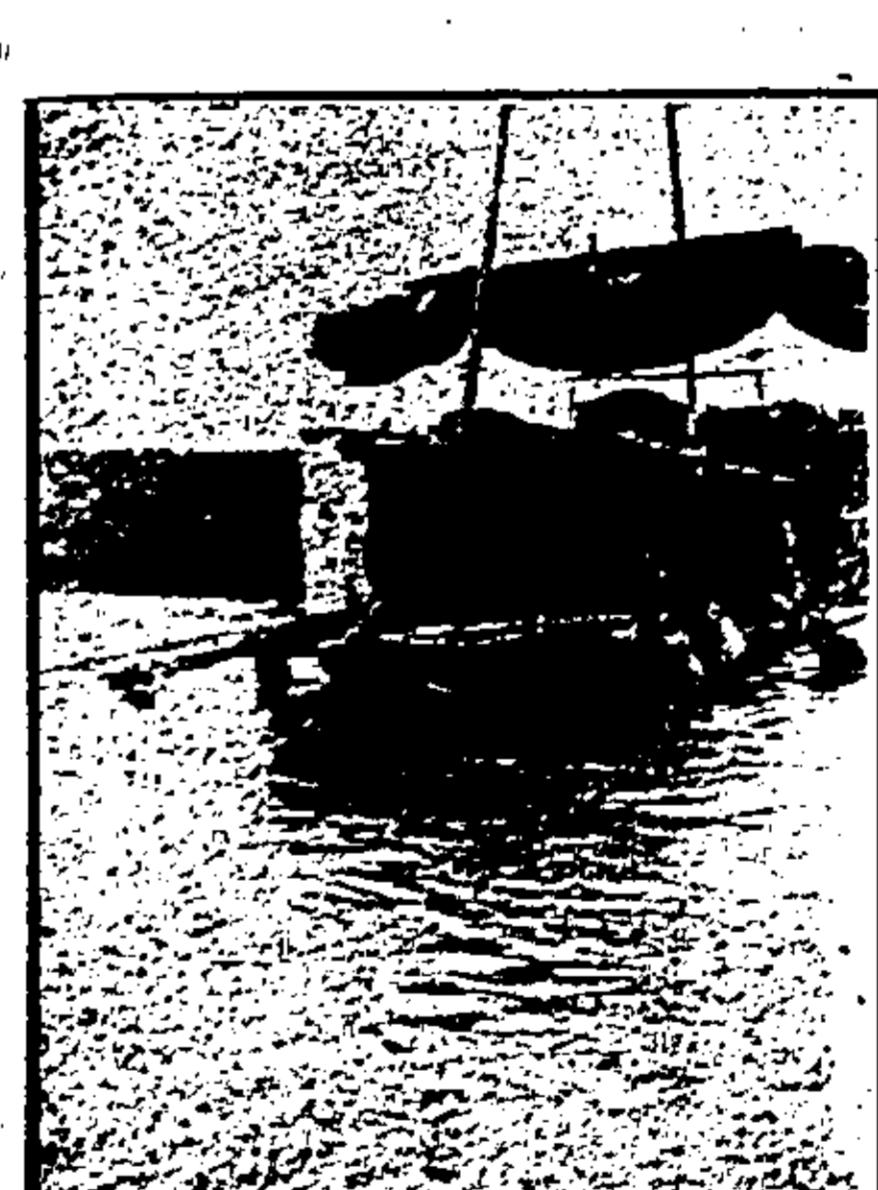
The rapids between Lok Tsang
and Ping Shek.



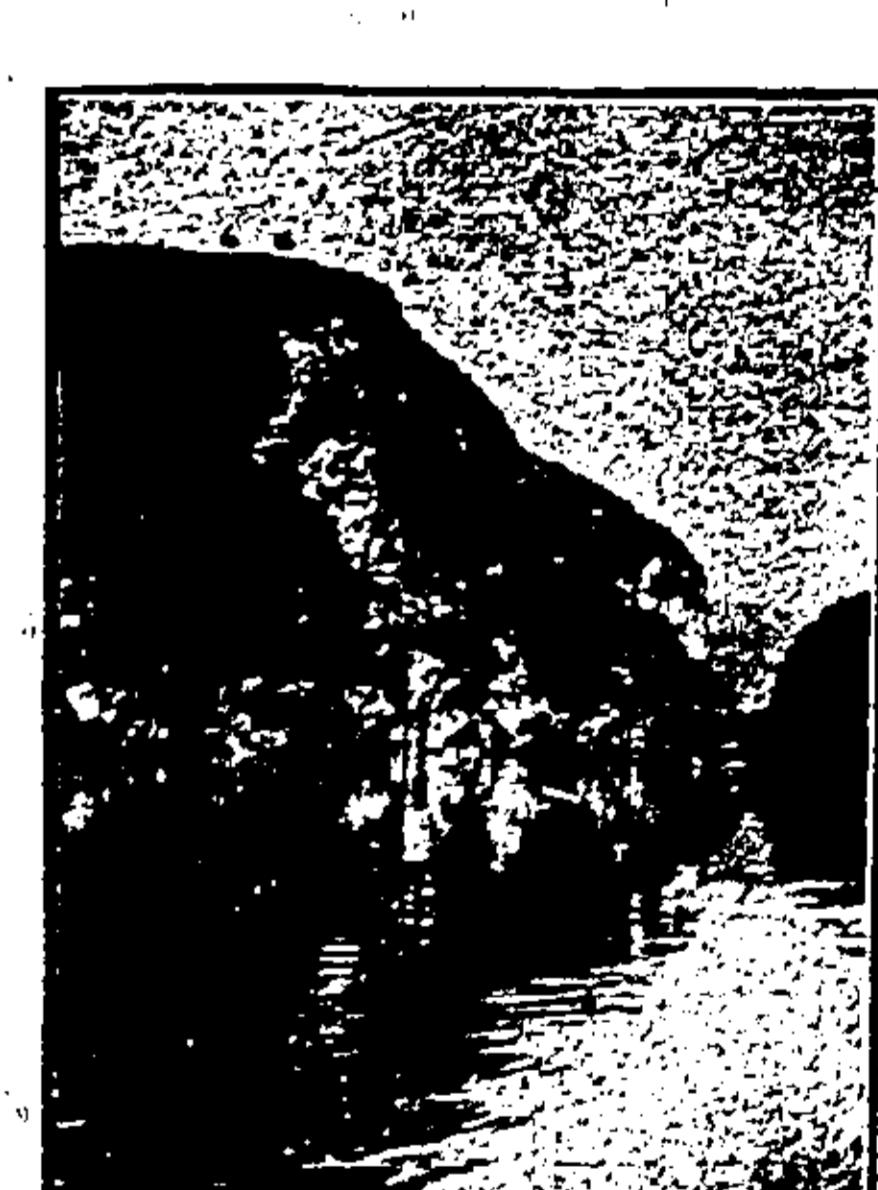
A Shui Chow boat.



Nain Hung boats under way.



Native boat aground on a sandbank.

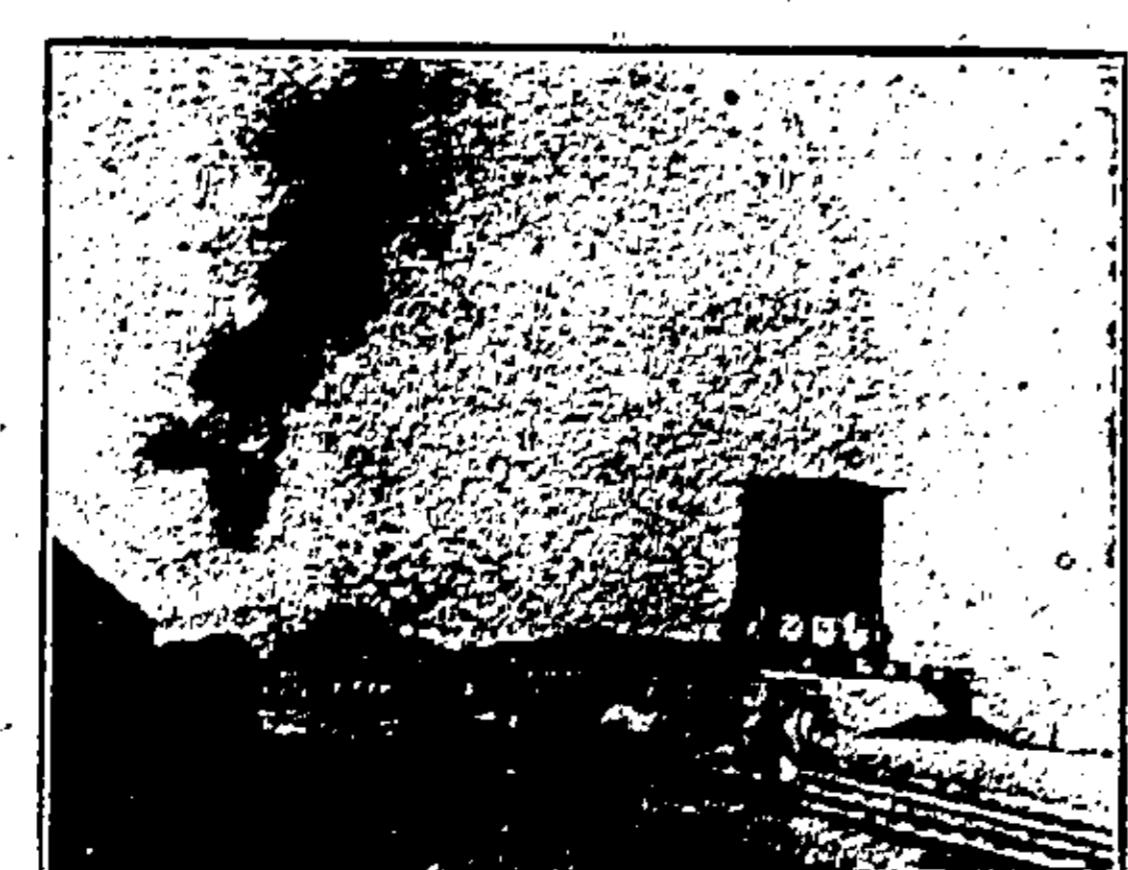


A gorge on the North River.

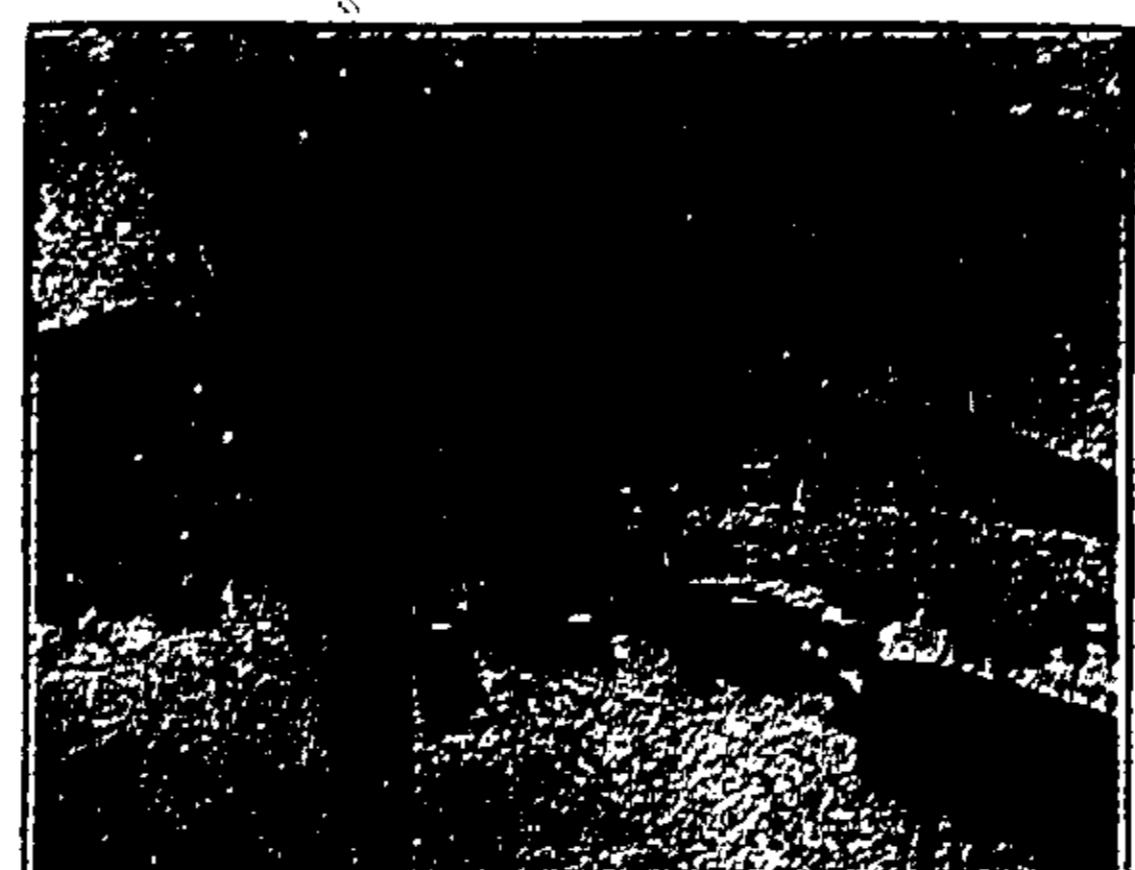
THE NEW WAY: PHOTOS TAKEN 12 DAYS AGO.



Shui Chow-fu Railway Station, the present railhead; 139 miles from Canton.



Coal depot and water tank at Shui Chow.



North River at Shui Chow, showing the piers in the background ready for the railway bridge.

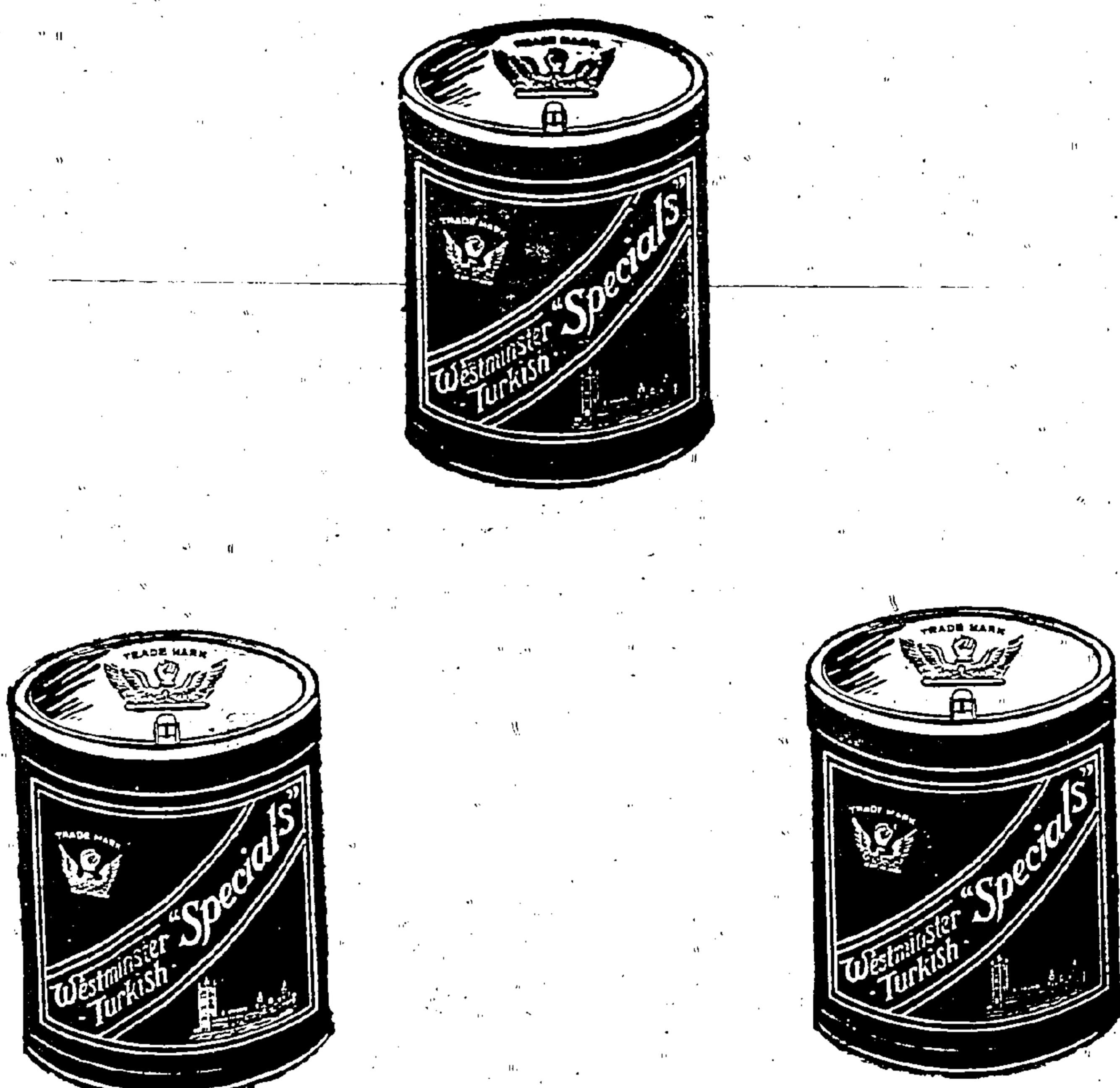


Hawker boys at Lin Kong Station.



Bridge of boats at Shui Chow, leading from the Station to the City.

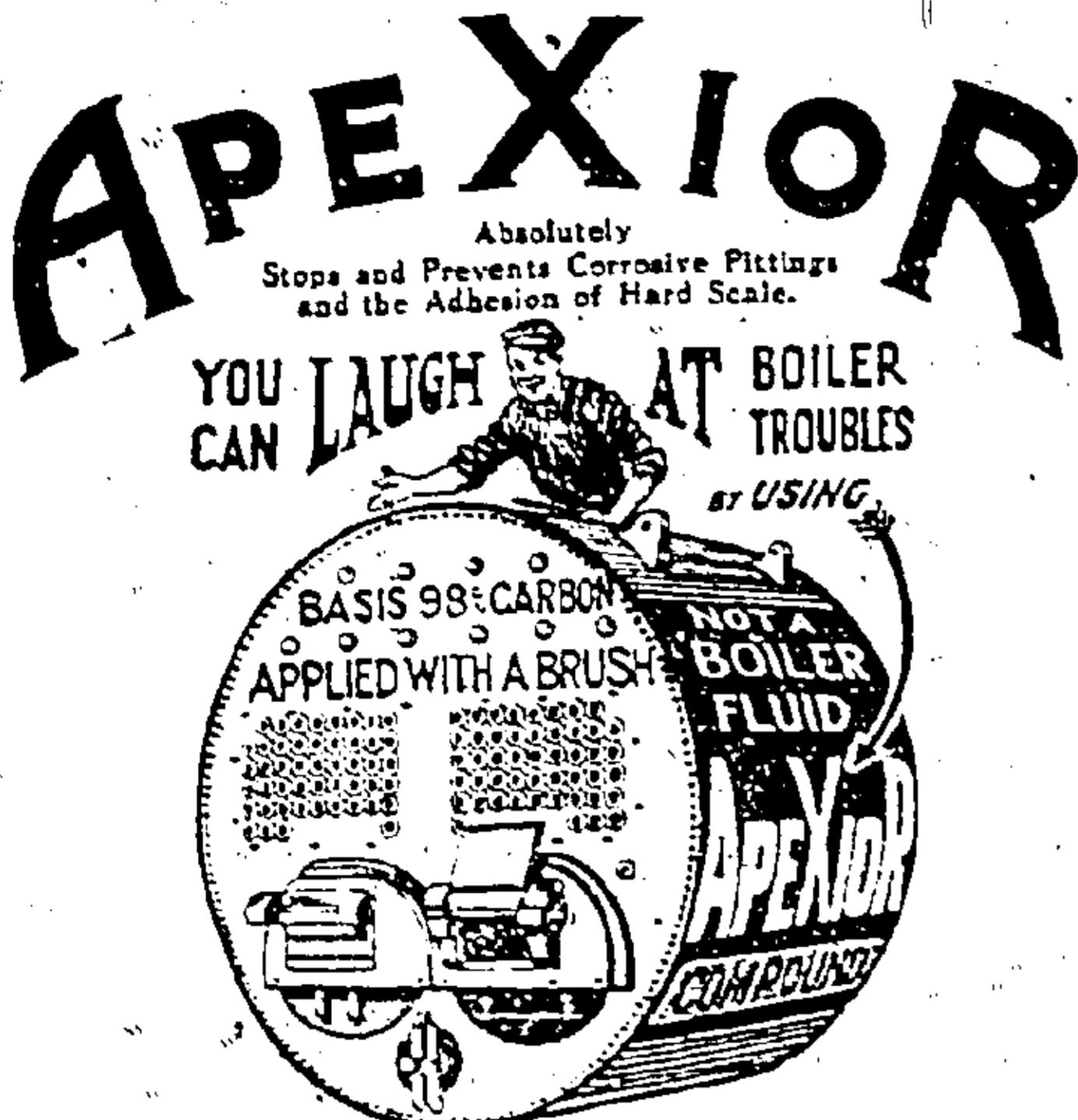
WESTMINSTER TURKISH “SPECIALS”



THE MOST POPULAR CIGARETTE IN THE COLONY.

Westminster
Tobacco
Co. Ltd
London.

NOTICES.



No Heat Retardation. No Zinc Plates needed in Boilers treated with this compound!! The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

In use by the—
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE
ARGENTINE AND CHILIAN NAVIES.

Also—
Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport Union
Castle, Elder Dempster, Commonwealth and Dominion, Anglo-American Oil Co., Hudson Bay Co., Pacific Steam Navigation
Lamport & Holt, Knight Leyland, Brocksbank, John Cockerill
Line, Nippon Yusen Kaisha, and practically all important Steamship Companies.

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THE EASTERN ASBESTOS COMPANY,
QUEEN'S BUILDING, CHATEAU ROAD, HONGKONG.

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1. The Furniture you are will stand the Winter season and will not crack or "Change".
2. The price charged is to be paid by the Manufacturer.
3. Your Furnisher gives you sterling service.
4. Durability and ultimate economy are assured you.

MAKE SURE AND ORDER FROM US.

Our services carried with a **100% ABSOLUTE GUARANTEE**.

Tel. 654 HOP CHEONG 55, Queen's Rd. Central.

Highest class furniture, House Furnishings, General Importers, House Painters, etc.

FOOK LEE & CO.,

always in stock, large quantities of
Satinates, Wire nails, Pig Lead, Pig Iron, Steel Plates,
Black Sheets, Galvanized Wire, Galot Sheets, Yellow
Metal Sheathings &c.

Telephone Nos. 2 & 4 Hillier Street, and 1174 & 1950 York Building, Chater Road.

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LATEST PARISIEN "CREATIONS"
EVENING DRESSES, AFTERNOON
GOWNS, SMART COSTUMES &
SPORTING APPAREL.

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ALLENBURY'S BYNIN PREPARATIONS.

BYNIN AMARA,
BYNO-GLYCEROPHOSPHATES,
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BYNO-PHOSPHATES.
ARE JUST TO HAND.

THE PHARMACY, 22, Queen's Road, Central.
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JUST ARRIVED.

A Large Quantity of
FILET, CROCHET, & other kinds of Hand-made
Laces. Swatow Drawn-thread Work, Embroideries,
Underwear & other Fancy Goods for Ladies.

Best Quality. Latest Designs. Reasonable Prices.
Inspection cordially invited.

SWATOW DRAWN WORK CO.,
Tel. No. 360, 14, Des Vœux Road, Central.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PRINCE LINE FAR EAST
SERVICE.

From NEW YORK

The Steamship

"MOORISH PRINCE"

Having arrived, from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Monday, 9th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHewan, Tomes & Co.

Agents,

Hongkong, 3rd February, 1920.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"ST. ANDREW."

From NEW YORK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signer on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD.

Agents,

Hongkong, 3rd January, 1920.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

THE Steamship

"BENLOMONT."

From ANTWERP MIDDLEBRO.
LONDON and STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signer on or before the 16th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents,

Hongkong, 2nd February, 1920.

NOTICE.

NOTICE.

Yorkshire
Insurance Co.
Limited.

ESTABLISHED 1884.

The Undersigned AGENTS
for the above Company are
prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.

AGENTS:

PEAK TRANWAYS CO. LTD.

TIME TABLE
WEEK DAYS.

10 a.m. to 12 noon Every 15 min.
12 noon to 1 p.m. 15 min.
1 p.m. to 1.30 p.m. 15 min.
1.30 p.m. to 2 p.m. 15 min.
2 p.m. to 3 p.m. 15 min.
3 p.m. to 4 p.m. 15 min.
4 p.m. to 5 p.m. 15 min.

NIGHT CARS.
5.30 p.m. to 8.00 p.m. 9.30 p.m. to 11.45 p.m.
every 30 minutes 15 min.

SATURDAY EXTRA CARS.
12 noon onwards.

SUNDAYS.

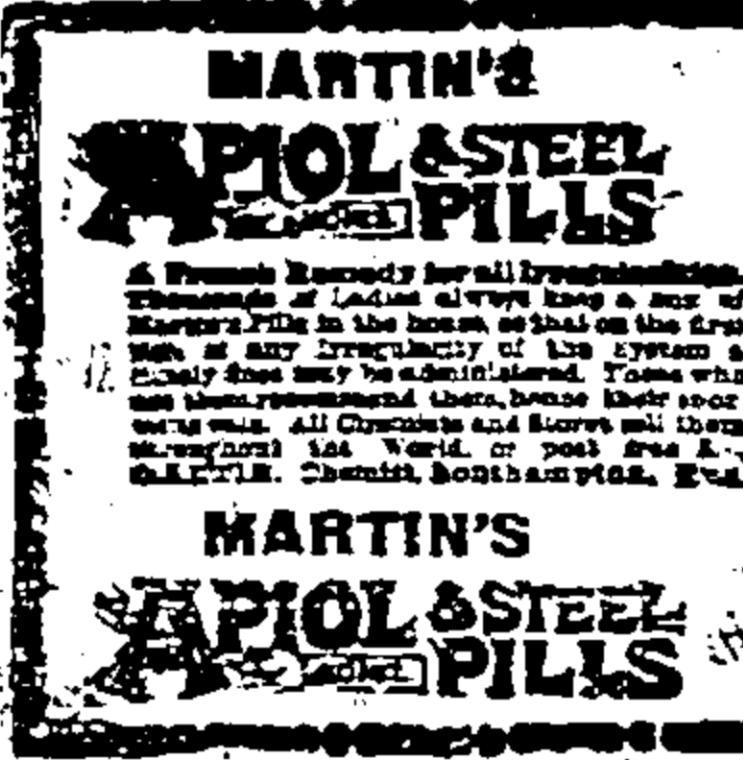
10 a.m. to 12 noon Every 15 min.
12 noon to 1 p.m. 15 min.
1 p.m. to 1.30 p.m. 15 min.
1.30 p.m. to 2 p.m. 15 min.
2 p.m. to 3 p.m. 15 min.
3 p.m. to 4 p.m. 15 min.
4 p.m. to 5 p.m. 15 min.

NIGHT CARS.
10 a.m. to 11.45 p.m.

SPECIAL CARS

by arrangement at the Company's Office,
Agents' Offices, Lee Wai Loong.

JOHN D. HUMPHREYS & SON



理代泰豐

JUST RECEIVED

from AUSTRALIA a large
shipment of LACTOGEN, UN-
SWEETENED CONDENSED
MILK, STERILIZED NATUR-
AL MILK, MALTED MILK
and SWEETENED COCOA-and
MILK sold at very reasonable
prices owing to the present high
rate of Exchange, especially for
Retailers.

Interest allowed on Current Ac-
counts and Fixed Deposits.
Terms on application.

Every description of Banking
Business transacted.

Loans granted on approved
securities.

Special facilities for Home
Exchange.

Interest on Fixed Deposits at
the following rates:

For 3 months 3% per annum.

For 6 months 4% per annum.

For 12 months 4½% per annum.

Interest allowed on Current Accounts
and Fixed Deposits according to arrangement.

Every description of Banking and
Exchange business transacted.

Interest allowed on Current Accounts at 3 per
cent per annum, on Daily Balances and on Fixed
Deposits at rates which may be ascertainable
on application.

C. L. SANDERS,
Acting Manager.

7 Queen's Road Central,
Hongkong, 12th December, 1919.

THE BANK OF EAST ASIA LTD.

司公限有行銀亞東

Head Office:

14, Rue Saint-Lazare, PARIS.

BRANCHES:

Marseilles Canton

Peking Saigon

Shanghai Haiphong

Tientsin Yunanfu

Hankow Foochow

Hanoi Swatow

Ningapore

BANKERS:

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Commerce et de l'Industrie en
France.

IN LONDON: Joint City and Midland
Bank Ltd.

IN NEW YORK: Redmond & Co.,

Correspondents in the Chief Commercial
Centres of the world.

TELEGRAPHIC ADDRESS:
CHINA BANK.

Interest on Current Accounts and Fixed
Deposits in Local Currency and in Gold.

Terms on application.

Every description of Banking and
Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL
Manager.

Hongkong, 4th February 1920.

THE INDUSTRIAL AND
COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Vœux Road, Central.

Hankow Branch; Hankow Concession.

DOMESTIC & FOREIGN BANKING.

Current, Savings, and Fixed
Deposits bear Interest at Rates
2%, 4%, 5%, respectively.

J. USING LY,
Manager.

Hongkong, 7th July, 1919.

BANKS.

ASIA BANKING CORPORATION
HONGKONG.

Announces that the Italian Government Treasury
have appointed them Fiscal Agents in China to offer

ITALIAN GOVERNMENT 5%
CONSOLIDATED LOAN

Subscriptions open until March 10th for these bonds,
issuing price Lire 87.50 plus interest.

HEAD OFFICE

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OTHER BRANCHES
in
SHANGHAI TIENSIN MANILA
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CHANGSHA

THE BANK OF CHINA.

BANQUE DE L'INDO-CHINE
(FRENCH BANK)

Head Office: 15 bis Rue Laffitte, Paris.

Capital — France 48,000,000.

Reserves

NOTICES.



A NEW SHIPMENT HAS JUST ARRIVED.

In Packets of

10 & 20 Cigarettes and Airtight

Tins of 50 Cigarettes.

OBtainable at ALL STORES.

POST OFFICE.

The insured parcel post service to the province of Szechuan is suspended until further notice.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIls.

Straits—Per TAJIMA M., 8th Feb. Japan & Shanghai—Per KAMO M., 9th Feb. Straits—Per TAKADA, 9th Feb. Shanghai—Per SUNNING, 9th Feb. Europe via Negapatam—Per KASHMIR, 9th Feb.

OUTWARD MAIls.

TO-MORROW. Macao—Per SUI AN, 8th Feb. 8.15 a.m. Swatow, Amoy & Formosa via Keelung—Per KAIJO M., 8th Feb. 9 a.m. Shanghai & North China—Per YINGCHOW, 8th Feb., 9 a.m.

Fort Bayard—Per CHUEN ON, 8th Feb., 9 a.m. Japan via Moji—Per BORNEO MARU, 8th Feb., 9 a.m.

MONDAY, 9TH FEBRUARY. Macao—Per SUI AN, 9th Feb., 9.15 a.m. Swatow and Bangkok—Per CHANGCHOW, 9th Feb., 11 a.m.

Straits and Europe via Suez—Per SAINT FRANCIS, 9th Feb., 11 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per AGAPENOR, 9th Feb., Reg. 12.45 p.m. Letters 2.30 p.m. The Parcel Mail will be closed on Saturday, 7th Feb., at 5 p.m.

Macao—Per CHUNCHOW, 9th Feb., 4.15 p.m.

TUESDAY, 10TH FEBRUARY. Macao—Per SUI TAI, 10th Feb., 8.15 a.m.

Shanghai, North China & Japan via Moji—Per KASHMIR, 10th Feb., 8 a.m. Shanghai and North China—Per ICHANG, 10th Feb., 10 a.m.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, HONGKONG.—8th February, 1920. Sexagesima. Holy Communion (7.50 a.m.) Service: Merbecke. Hymns: 209, 162, 323, 558 and 551. Matins (11 a.m.) Responses: Ferial. Venite: Hayes. Psalm: Turton (29th morning). Te Deum: Barnby. Turle and Turle (13th evening).

Benedictus: Matthews (6th morning). Hymns: 172, 290. Sevenfold Amen. N.B.—Psalm 139, verses 1, 6, 11, 13 in unison. Verses 19 and 22 to be omitted. Hymns 172, verses 1, 3 and 7 in unison. Hymns 290, verses 1 and 6 in unison. Litany (12 noon.) Evensong (6 p.m.) Responses: Ferial. Psalms: Goss and Foster (5th morning). Middle Voluntary: Andantino in E. minor. Pheinberger. Magnificat: Barnby (18th morning). Nunc Dimittis: Kelway (3rd morning). Hymns: 193, 334 and 186. Sevenfold Amen. N.B.—Psalm 25, verses 1, 2, 10 and 21 in unison. Psalm 26, verses 1, 7 and G.P. in unison. Hymn 193, verse 1 in unison. Hymn 334, verse 3 in unison. Hymn 186, verses 1 and 3 in unison.

THURSDAY, 13TH FEBRUARY. Swatow, Amoy and Formosa via Takao—Per SOSHOU MARU, 12th Feb., 8 a.m. Macao—Per CHUNCHOW, 11th Feb., 4.15 p.m.

WEDNESDAY, 11TH FEBRUARY. Macao—Per SUI AN, 11th Feb., 8.15 a.m. Philippine Is.—Per TAMING, 11th Feb., 2 p.m. Macao—Per CHUNCHOW, 11th Feb., 4.15 p.m.

THURSDAY, 12TH FEBRUARY. Swatow, Amoy and Formosa via Takao—Per SOSHOU MARU, 12th Feb., 8 a.m. Macao—Per SUI TAI, 12th Feb., 8.15 a.m. Shanghai and North China—Per SUNNING, 12th Feb., 11 a.m. Macao—Per CHUNCHOW, 12th Feb., 4.15 p.m.

FRIDAY, 13TH FEBRUARY. Macao—Per SUI AN, 13th Feb., 8.15 a.m. Swatow, Amoy and Foochow—Per HAICHING, 13th Feb., noon. Philippine Islands—Per YUEN-SANG, 13th Feb., 2 p.m. Macao—Per CHUNCHOW, 13th Feb., 4.15 p.m.

SATURDAY, 14TH FEBRUARY. Macao—Per SUI TAI, 15th Feb., 1.15 p.m. Macao—Per CHUNCHOW, 15th Feb., 4.15 p.m. Shanghai and North China—Per CHENAN, 14th Feb., 5 p.m.

SUNDAY, 15TH FEBRUARY. Macao—Per SUI AN, 15th Feb., 8.15 a.m. TUESDAY, 17TH FEBRUARY. Swatow, Amoy and Foochow—Per QUINNEBAUG, 17th Feb., 11 a.m.

WEDNESDAY, 18TH FEBRUARY. Philippine Islands, Australia & New Zealand via Sydney—Per AKI MARU, 18th Feb., Reg. 8.45 a.m. Letters 9.30 a.m.

THURSDAY, 19TH FEBRUARY. Shanghai, North China & Japan via Kobe—Per KAGA M., 19th Feb., 10 a.m.

FRIDAY, 20TH FEBRUARY. Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA MARSEILLES—Per IYO MARU, 20th Feb., Reg. 9.45 a.m. Letters 10.30 a.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks. H.K. & S. Banks s. \$510
Marine Insurances.

Cantons n. 380
North Chinas n. t. 160
Unions s. 180
Yangtzeas n. 250
Far Easterns n. t. 19

Fire Insurances.

China Fires n. 138
H.K. Fires n. 300

Shipping.

Douglases s. 89
H.K. Steamboats, b. 20½
Indos (Prat.) n. 20
Indos (Def.) b. 210 London Register
Shells b. 260 s. 270
Ferries s. 29

Refineries.

Sugars n. 201
Malabones s. cum div. 47

Mining.

Kailans s. 140/-
Langkats s. 140/-
Shanghai Loans n. t. 14
Shai Explorations

Raubs n. 1
Tronohs b. 40/-
Ural Caspians f. n. 30/-

Docks, Wharves, Godowns, &c.

H.K. Wharves b. ex div. 80½
K. Docks b. 145 s. 150
Shai Docks n. t. 105
N. Engineering b. t. 28

Lands, Hotels & Buildings.

Centrals s. 108
H.K. Hotels n. 115
L. Invest n. 109½

H'phreys Est. n. 7½

K'loon Lands n. 50

L. Reclamations n. 133

West Points n. 58

Cotton Mills.

Ewes n. t. 460
Kung Yiks n. t. 46
Lau Lung Mows n. t. 300
Orientals n. t. 290
Shai Cottons n. t. 315
Yangtzeapoos b. ex div. t. 32

Miscellaneous.

Cements n. 6½
China Borneos b. 17

Do. Light old sa. 7 new b. 5

China Providents n. 7.70

Dairy Farms b. 20 s. 22

Electrics H. K. n. 88

Electrics Macao sa. 32

Hongkong Ropes s. 27

Hk. Tramways s. 7½

Peak Trans., old s. 7

Do. new n. 80 cts.

Steam Laundries b. 3½

Steel Foundries n. 10

Water-boats b. 11½

Watsons n. 5½

Wm. Powells b. 12

Wisemans b. 27½

Hongkong, Feb. 7, 1920.

NOTICE.



MITSUBISHI SHOJI KAISHA, LTD.

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COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
TAKAHASHI, OGATA, KISHIMADA,
TOSHIMITANI, NGIO, NAMAZU, SATO,
SHINHEI, KANADA, KAMITAMADA, SIBAI
and OYUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVE

TIVES:—NAGASAKI, KARATSU,
WAKAMATSU, MOJI, KURE, KOBE,
OSAKA, TSURUGA, NAGOYA,
YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OTARU, VLADIVOSTOK,
PEKING, TIENTSIN, DAIREN,
TSINGTAO, TSINANFU, HANKOW,
SHANGHAI, HONGKONG, CANTON,
MANILA, SINGAPORE, SOERABAYA,
LONDON, PARIS, NEW YORK &
SEATTLE.

Cable Address—"IWASAKISAI,"
Codes—Al, A.B.C. 5th Ed.,
Western Union and Bentley.

AGENCY FOR—THE MITSUBISHI
MARINE AND FIRE INSURANCE
Co.

THE OSAKA MARINE & FIRE
INSURANCE CO.

For Particulars Apply to—
S. SAKAI, Manager.

No. 14, Pedder Street, Hongkong.

ENTERTAINMENTS.

THE VICTORIA

TO-NIGHT! TO-NIGHT!!
at 2.15, 5 and 9.15 p.m.

"MORAL SUICIDE"
THE FILM THAT WILL KEEP YOU
THINKING AND TALKING.

SUNDAY'S MATINEE:

BERIHA KALICH

IN

"AMBITION."

THE CORONET

TEL NO. 1743.

TO-NIGHT at 2.30 5.15, & 9.15 p.m.

George Pearson and T. A. Welsh

present

Bruce Bairnsfather and Arthur Eliot's
World Renowned play,

"THE BETTER 'OLE."

Usual Prices. Booking at the Theatre.

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THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT,
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southciffe, England and
Royal Palace Hotel, London, W.)

THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY)

ICE HOUSE STREET.

Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Central
District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate
Terms. Monthly and Family Rates on application to the Proprietress.

Hotel Launch Meets all Steamers.

Telephone 812.

MRS F. E. CAMERON.

HOTELS.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.

15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF

MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,

TELEPHONE ON EACH FLOOR.